

COUNCIL CHAMBER

Regular Meeting

May 12, 2015

The seventy-fifth meeting of the City Council of Charleston was held this date convening at 5:00 p.m. at the City Hall.

A notice of this meeting and an agenda were mailed to the news media May 6, 2015 and appeared in The Post and Courier May 10, 2015 and are made available on the City's website.

PRESENT (12)

The Honorable Joseph P. Riley, Jr., Mayor

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|--|------------|-------------------------|-------------|
| Councilmember White | District 1 | Councilmember Waring | District 7 |
| Councilmember Williams- excused at 8:01 p.m. | District 2 | Councilmember Seekings | District 8 |
| Councilmember Lewis | District 3 | Councilmember Alexander | District 9 |
| Councilmember Mitchell | District 4 | Councilmember Riegel | District 10 |
| Councilmember Wagner | District 5 | Councilmember Moody | District 11 |
| Councilmember Gregorie - absent | District 6 | Councilmember Wilson | District 12 |

Mayor Riley called the meeting to order at 5:38 p.m.

The Clerk called the roll.

Mayor Riley said, "I will now call on Councilmember Keith Waring, who is also our Mayor Pro Tem, and did a splendid job presiding at the Council Meeting two weeks ago when I was in Washington, to open our meeting with an invocation and then lead us in the Pledge of Allegiance to the flag."

Councilmember Waring said, "Thank you, Mr. Mayor."

Councilmember Waring opened the meeting with an invocation.

Councilmember Waring then led City Council in the Pledge of Allegiance.

Mayor Riley said, "It's a pleasure to welcome all of you to our City Council meeting. I know we have some people waiting, so, I'd like to begin by recognizing Carter Falk, First Baptist School Student Government Association President 2015-2016, South Carolina Independent School Association (SCISA). We have with us today Mr. Graham Haley's 9th grade students from First Baptist School. Please stand and let's give them a great big round of applause."

Mayor Riley said, "We're so happy to have all of you here. Also, in attendance from First Baptist School is Carter Falk, who is an 11th grade student, and I'd like to invite Carter to join me up here to be recognized."

Applause filled the Chamber.

Mayor Riley said, "Carter has been involved with the Student Government Association of First Baptist for two years, and is a member of the football team. Carter has been an instrumental part in increasing school spirit at First Baptist this school year. He strives to include students in activities and works to make First Baptist the best it can possibly be. Carter's will and desire to make the school better led him to run for South Carolina Independent School Association President. On March 17, Carter was elected Statewide President of the South Carolina Independent School Association. In this role, Carter will have a positive impact on all of the SCISA schools around the state. This is a tremendous honor and a job well-done, Carter! Also, on May 14, he will be inducted as Student Government Association President for First Baptist School. Carter, congratulations. You're an amazing young man."

Applause filled the Chamber.

Mayor Riley said, "Come on up. This is Carter's teacher. Congratulations to you. Come on up, and we'll get a picture right here. You must be very proud."

Applause filled the Chamber.

Councilmember Moody said, "Mayor."

Mayor Riley recognized Councilmember Moody.

Councilmember Moody said, "We have all these First Baptist students here, and congratulations to Carter, but I do have to reach out to someone I know here very personally in this class, Andrew Murphy. I don't know where Andrew went, but I see his mother over there. She teaches there, too. Anyway, they're a part of our church and just great people. I just congratulate this whole history class that's here. Thank you for the recognition for Carter."

Mayor Riley said, "Thank you, Councilmember Moody. Councilmember Alexander."

Councilmember Alexander said, "If I may, Mr. Mayor, I'd like to recognize one of my constituents. She can't vote yet, but Manoli Stavrakis, welcome to the Chamber."

Laughter and applause filled the Chamber.

Mayor Riley said, "I'd like to invite Cathie Middleton, the Principal of the Ashley River Creative Arts Elementary School, Sonia McCutcheon the PTA president, Erica Taylor, Director for Strategy and Communications at Charleston County School District, and any teachers from Ashley River Creative Arts who are here to please join me. (The Mayor greeted the honorees as they approached the platform.) Ms. (Martha) Ellicott was Principal of this wonderful school for quite some time, and I was pleased to be at her retirement ceremony, which was one of the warmest events I've ever been to, with all of the overflowing affection for her and for her family. What a wonderful school! I've had the privilege of being there many, many times. One year, I read a book, a long time ago, and the whole student body was there; the grades are from Kindergarten to 5th Grade. So anyway I finished, and then I said, 'are there any questions?' This one little boy way in the back of the room raised his hand, and he said 'Mayor Riley, our dog ran away this morning'. So, of course, I didn't know what to say and said, 'okay, everyone here, let's bow our heads and say a prayer. What's your name?' I said 'we hope that his dog comes home'. So, that afternoon he went home and the dog had come home. So, that's the 'Miracle at Ashley River Creative Arts School'. I'll never forget that precious little boy."

Mayor Riley read the proclamation.

---INSERT PROCLAMATION---

Mayor Riley said, "Congratulations."

Applause filled the Chamber.

Mayor Riley said, "I'd like to ask Cathie Middleton if she would like to say a few words, and do we have microphone around here."

Cathie Middleton said, "We just wanted to thank you, Mayor and the City Council, for all the support that we've had over these 30 years. I think you were here when we started."

Mayor Riley said, "I was."

Ms. Middleton said, "We have loved having you visit our school, and we hope that in your retirement, you will come a lot more. We do thank the City for all they've done for us and for the partnerships that we've had over the years, and we hope to continue to have that school of excellence out in West Ashley to serve the children. So, we brought you a little something."

Mayor Riley said, "Thank you."

Ms. Middleton continued, "To celebrate our 30 years, you have a great T-shirt there, and then a few little mementos from Ashley River, so, you can think of us when you're sipping your coffee in the morning."

Mayor Riley said, "Thank you."

Ms. Middleton said, "Thank you."

Mayor Riley said, "Thank you and congratulations to all of you and continue with the best of luck. It is a great school. It's right down the street from Councilmember Waring's office. Councilmember Waring."

Councilmember Waring said, "Let me rise and speak and thank them. Less than a year ago, we had a meeting over at the Gibbes Art Gallery and it involved the school at First Baptist. There were pros and cons on the traffic and congestion, and I said 'we do the same thing West Ashley'. My business is located on the corner of Wallace School Road and Highway 61. You have about 600 students?"

Ms. Middleton replied, "Yes, sir."

Councilmember Waring said, "When those cars and buses come, they do not block our driveway. They put up signs so the parents won't block our driveway. These are the ladies that make that happen. We have hosted City Council meetings there. The Chief of Police holds public safety meetings with the community there. They are just a great leader in our community, and I just want to give you another round of applause."

Ms. Middleton said, "Thank you."

Applause filled the Chamber.

Mayor Riley recognized Councilmember Moody.

Councilmember Moody said, "I just have to thank them, too. I have seven grandchildren, and five of them have gone through your school. I was in Clemson with my oldest grandson, Will, who graduated from Clemson. His brother is right behind him and will graduate in December. One granddaughter is at the Academic Magnet School, and my youngest grandson is a first grader there now. So, anyway, Jane, it's been great. I'm not sure exactly where you are, I know you're not there anymore..."

Ms. Middleton said, "Two days a week."

Councilmember Moody said, "Two days a week, but anyway, it's been a great experience for the Moody family and we thank you very much for your efforts. Thank you."

Mayor Riley recognized Councilmember Alexander.

Councilmember Alexander said, "Thank you, Mr. Mayor. I had a chance to chat with Ms. Ellicott too. They are not only interested in the students that are there, they're interested in where they've gone. We were discussing Wade, my son, who was a student there. We were discussing, 'How does a child who majors in drama at an elementary school end up being a horticulturist?' Well, it comes from the creativity and the broad spectrum of arts that they teach. Congratulations."

Applause filled the Chamber.

Mayor Riley said, "Thank you. I would like to now invite Kurt Cavanaugh, Executive Director of Charleston Moves, to join me, Kurt. There he is, come on up. Each year, we signify our commitment to, and promotion of, the bicycle's place in our transportation and recreation networks. The last few years, we have seen significant increases in bicycling. The City is responding to demand with new bicycle facilities to provide even more opportunities for people to ride their bikes. We are hard at work on several bicycle improvements, like the Ashley River Bridge Bike/Ped Path. The City, County and SCDOT are working together to create a safe passage over the river for cyclists, pedestrians and motorists. The extension of the West Ashley Greenway, the City is making it safer and easier for more to enjoy our 8-mile long West Ashley Greenway. More bike parking, the City is encouraging bicycling by installing many more public bike parking spaces throughout the City, but especially in our busiest commercial areas. We recently installed over 50 new spaces on King Street at or near Marion Square. The Peninsula Bike Plan, we are also finalizing our formal bike plan for the Peninsula to help prioritize projects and make it safer to bike in the downtown area. I have a proclamation that is proclaiming Bicycle Month."

Mayor Riley read the proclamation.

---INSERT PROCLAMATION----

Mayor Riley said, "It's a great pleasure to present the proclamation to you, and to thank you for your wonderful service and leadership and the great progress that we're making together."

Kurt Cavanaugh said, "Thank you."

Mayor Riley said, "Thank you very much. Congratulations."

Applause filled the Chamber.

Councilmember Seekings said, "Mayor Riley, briefly, Friday about 8:15, in the Earth Fare shopping center, there will be a group of biking to work, if you want to come across the bridge. Hopefully, the lane from the last time won't be segregated. Friday morning at 8:15, there will be a big group of people biking to work, starting at Earth Fare at 8:15, right?"

Mr. Cavanaugh said, "That's right."

Councilmember Seekings said, "I'd like to see everyone there."

Mr. Cavanaugh said, "We are actually this year calling Bike to Work Day, 'We Can't Wait to Bike to Work Day'. So, please come out if you can and join us, 8:15, Earth Fare parking lot. There will be a police escort across the bridge. Next year this time, no offense, but, hopefully, we won't need that police escort across the bridge. Thank you."

Mayor Riley said, "Thank you. Now, it's my great pleasure to introduce Jim Newsome, the wonderful Executive Director of the South Carolina State Ports Authority (SPA). The newspaper, a few days ago, said it best: 'the Port of Charleston is the fastest growing port in our country.' Since 2009, our quarters are adding 52 percent increase in cargo activity, where the national average, of course, was 25 percent. Jim Newsome came to a port that was not surging, and it is surging now. Obviously, yesterday the announcement of Volvo, is a major economic development announcement, and for this region to bring auto manufacturing, all the jobs that it will create, all the homes that will be constructed, and all the children who will get college education and so much more, was directly related to the Port of Charleston. Also, it's our ability to handle what needs to be brought into the country to manufacture the cars and handle the export. So, it's my pleasure to present to you the best port executive in the world, Jim Newsome."

Applause filled the Chamber.

Mr. Newsome said, "Thank you, Mayor Riley. Good evening, City Councilmembers. Thanks for allowing me to speak tonight. It's certainly vital to our port to have the cooperation of the cities in which we operate and the city councils that serve those cities. That has certainly been the case in the City of Charleston and we're very grateful for that. As Mayor Riley said, we are on a significant growth mission. We think we are the most important strategic asset for the state today. We have to grow well above the port market in the freight sector. One sector in our business that has not grown at all is the cruise sector. We had, in 2011, 186,000 cruise passengers in our port. We had, in 2015, 185,000 cruise passengers in our port. So, as we've said from the start, cruise industry is not a growth industry, it's an important industry for us. The reason it's not a growth industry is very simple: the market is not that big. We said that from the start. We've been having this discussion since the fall of 2009, over five and a half years. The market for cruise ships in this port is not that big. It will never be that big. So, we've twice been in front of City Council with a Voluntary Cruise Management Plan. You have approved that Plan twice. We think that's the right agreement between the port into the City on a justified Maritime Commerce activity, and we believe that is the way forward. In 2010, we had the most Maritime

Commerce activity that we've ever had on your new pier. We had 67 cruise ships. We had 200 auto carriers. We had a complement of BMW cars, rails, trucks, and things of that nature. Since that time, we have been reducing the Maritime footprint on Union Pier. It's today mainly a cruise terminal. It has some ad hoc freight bulk activity, when we need to use that space. As you all know, our plan for Union Pier, the concept plan was actually to remove all freight traffic from Union Pier basically and redevelop the north end of Union Pier into a modern cruise terminal, which has been approved by the BAR, and then redevelop the south end, reunite that with the City of Charleston, and make that an important non-maritime redevelopment. All of which, that aspect would come before City Council for vetting and approval, and I might say and I think it's obvious to everyone, had we been able to carry forward with our original plans, that new terminal would have been built today already and we would be going about the process of redeveloping Union Pier on the southern end. So, where we are today, maritime diversification is an important part of our mission.

I would like to really address four or five points with you. The first is the logical location for any new cruise terminal. We have only one location for a cruise terminal and it is on Union Pier. It's the only location and we think it's the best location. Again, building a new cruise terminal allows us to redevelop the south end of Union Pier. We have a good plan to build a new cruise terminal on the north end of Union Pier. I think it was obvious before, and I think it's even more obvious now. Columbus Street has been, and always will be, an all-freight terminal. It's the home of BMW and it's the future home of Volvo cars. It will handle over 400,000 vehicles in time and more ships, and we're going to need every acre of that space for freight business, and we've always said that. We never offered really Columbus Street as an option for a cruise terminal. I looked at it briefly when I came, but immediately came to the current solution. So, Union Pier is the right location. Columbus Street is a freight terminal. We've invested heavily in it and will continue to invest heavily in it to handle freight operations.

The second point I would like to make is with respect to traffic. The remaining improvement then can be made with the location of a new cruise terminal on the north end of Union Pier, as it will reopen Concord Street, and will improve the traffic flow. We have a very convoluted operation today. It's a three-step process. It still works, by the way. We won an award from Carnival Cruise Line as the Most Efficient Cruise Terminal in their network a couple of years ago. It still works well. We can further improve it. We can further help the traffic by opening the streets. There has been some commentary about the resources of the City being used and consumed to manage the cruise business, and that's really not the case. We pay for all off duty police officers. We pay for all the resources to help manage the traffic flow relative to the cruise business. So, significant improvement can be made with regard to traffic when we have a new cruise terminal location.

The third thing that I would like to talk about is air quality. I think it's really fair to say that the modern solution to mobile source emissions for Maritime Commerce is ultra-low sulfur fuel, as dictated by the North American Emission Control Act, and Exhaust Gas Cleaning Systems, or scrubbers, in the stacks of ships. This will be the solution for air quality management in all shipping. All 2,000 ships that call our port today have reduced sulfur content from 4 percent to .1 percent. It's traumatic emission and reductions. They're moving the exhaust gas cleaning systems. Carnival Cruise Line has made an agreement with EPA to install exhaust gas cleaning systems in their ships. I think as a result of these solutions, shore power has really been rendered as a last generation solution in most major ports as far as emission reduction. I don't think you will see any shore power installations growth-wise, particularly in areas like this, which are in total air quality achievement today. To make sure that we are right on that subject, we have installed an air quality monitor on Union Pier. It's been in operation since February 2015.

We have initial measurements from that air quality monitor. They will be posted on our website tonight. They are very positive. Nowhere close on any criteria pollutant to any national or state standard. Those standards are obviously set by the EPA and they're set by DHEC. Those are the proper entities to set air quality standards. We can't let everyone set those standards independently, so we're well within attainment, as we thought we would be. There's no real correlation between cruise ship day and non-cruise ship day as far as air quality on Union Pier. Again, going back to the discussions we've had before, we really think that the Union Pier Concept Plan, the Voluntary Cruise Management Plan is the right balance between the interests of those of the City and the interests of the Maritime Commerce mission of the Port. You know the details of that. We said there would be only one ship at a time. We've talked about the size of the ship. We basically talked about a voluntary limit on the number of ships, 104. We said that we would come back to this entity, if we ever saw the reason to change that. The market won't support a change. I don't see a reason to change that, and up to now you've see that our behavior is such that the net amount of cruise passengers is stable.

Last thing, there's been some talk about the City should charge a 'head tax'. I think that's a misunderstood concept. A head tax is actually the revenue stream that a City-owned cruise terminal charges for providing a cruise facility. It's what we charge as a passenger fee basically. We have a passenger fee for our clients. Again, we pay for the resources that we consume and basically we think that's the right solution.

So, in summary, what I would say to you, from the view of the port, cruise industry is Maritime Commerce. It is part of our mission as a state port to diversify Maritime Commerce. Arguably, some of the cruise passengers become tourists in Charleston before or after they join the ship. I don't know how many; I really have no control over that. Most of the cruise passengers on the Carnival Fantasy board the Carnival Fantasy to become tourists, but in Nassau and Freeport. They go on a destination cruise to Nassau and Freeport to be tourists. If they are tourists here, my view is they shouldn't be treated any differently or in any other standards than any other of 4.9 or 5 million tourists in this City. At maximum, it would be 150,000 tourists that might be three percent of the tourist population in this City at any given point in time. So, we think that we're on the right track. Again, we think the actions of this City Council and you, Mayor Riley, before have been right on point. I think our ask tonight and our suggestion tonight is that the City Council very reasonably reaffirm the Voluntary Cruise Management Plan that has been voted affirmatively twice here at this body, but we also would strongly suggest that any reference to cruise operations, which is our Maritime Commerce activity, should be removed from any Tourism Management Plan that's being considered by City Council, because it's a Maritime Commerce activity, it's not a tourism activity. So, with that, Mayor, I think I have used my five minutes of time. Again, I'm very grateful to you, and I'm very grateful to City Council for supporting the port. Councilmember Alexander."

Councilmember Alexander said, "Thank you, Jim. You mentioned Volvo and BMW. Is Daimler shipping out of the port as well?"

Mr. Newsome said, "They ship into the port today. They will start manufacturing operations. It's arguable that they will export. It's typical for these auto manufacturing operations to export 65 or 70 percent of their production."

Councilmember Alexander said, "Do you feel that the capacity that we have a Columbus Street is adequate at this time?"

Mr. Newsome said, "It's adequate at this time. We'll do all we can to optimize it. Part of

that is having more car carriers come, reduce the dwell time, but I can tell you categorically somewhere in my career where the port will be looking for more freight non-containerized capacity. There's no doubt about that. It's attractive savings for us."

Councilmember Alexander said, "Thank you."

Mayor Riley recognized Councilmember Riegel.

Councilmember Riegel said, "Jim, thank you for the marvelous job that you do at the port and I know it's a team effort for all the wonderful staff that you have, and thank you also for the great economic engine, representing the state of South Carolina. We talked earlier about employment and things like that, and the South Carolina State Ports Authority certainly contributes to employment in this great state. The question I had is, if I'm not mistaken, we approached BMW, 8,000 people, dollars in revenue and everything else to move their railroad shift operation to BMW intake/outtake. We approached BMW once to move that. I don't know that they would be favorable to us or the port when the City approached them a second time in asking one of the biggest job generators in this state to be inconvenienced to move the second time. Do you have any feel for a reaction or any input on what BMW's reaction might be to be asked a second time to move their operations here in the harbor?"

Mr. Newsome said, "I really don't know. I mean it would be an impossible ask. When I joined the port we had two challenges. One was we were about to lose Maersk Line. Most people knew about that. The other challenge was that we were about to outgrow BMW's footprint on Union Pier. The reality of life is that we could not keep BMW on Union Pier. They had expansion in mind, so we made the strategic decision, as you are aware, to take Columbus Street down as a container terminal and make it our premier railroad terminal, so we could accommodate the growth of BMW. Within the last two months, we've had 10,000 cars on Columbus Street. It is absolutely full at 10,000 cars with the other businesses we have there. So, I'm glad we did it. Had we not done it, we would have lost BMW. I wouldn't ask them to move anywhere else. As I said to you, Columbus Street is the home of BMW; it's the future home of Volvo cars; it's the home of GE Gas Turbines, and that's where we're going to be. It's an all-freight terminal. It always has been, always will be."

Councilmember Riegel said, "Thank you, sir."

Mayor Riley recognized Councilmember Lewis.

Councilmember Lewis said, "Mr. Newsome, I certainly applaud you all for the work that you all have done to upgrade Columbus Street, to make it one of the best ports in this country. I certainly agree with you that the cruise ship terminal should stay where the initial plan was, to put it right north of Union Pier. I think it's a great idea. The south end is going to be developed. There is going to be more room for tourists to come and visit with restaurants and all in the south end. I think you have come up with a good plan. I think that we need to keep that plan and go ahead and build that terminal."

Mr. Newsome said, "Thank you."

Mayor Riley said, "Thank you, sir. Are there any other questions? Jim, personally I want to thank you for your wonderful leadership and service you're giving our state."

Mr. Newsome said, "Thank you, Mayor."

Mayor Riley said, "It's just remarkable. Thank you for coming tonight."

Mr. Newsome said, "I appreciate it."

Mayor Riley said, "It's a pleasure. We now proceed to public hearings. We have before us an ordinance to amend the City of Charleston Tourism Management Plan by adding thereto the 2015 Plan Update and to incorporate the update into the Century V Comprehensive Plan. Tim Keane is the Director of our Department of Planning, Preservation and Sustainability, and will present this matter to City Council and all in attendance."

Tim Keane said, "Mayor, members of Council, I will do this quickly and painlessly, but I did want to provide a little bit of background on the process. We haven't talked to you about this in a while. We have been to the Planning Commission recently. The City of Charleston created the first Tourism Management Plan in the United States in 1977. We did two updates, one in 1994 and one in 1998, so what we're presenting to you really tonight is an update to the City's Tourism Management Plan. To accomplish that update and prepare these recommendations, the Mayor appointed a large group, 27 people, to steer the process. Kitty Robinson chaired the group and included four Tourism Commission members, representatives from the business community, the neighborhoods and so forth. We had the great pleasure of having David McNair facilitate these meetings. In fact, David was really responsible for the format that the Plan is being presented to you with a lot of the efficiency, and facilitated a lot of the debate and discussion that went on with this group and all its subcommittees. In the process, we started by the committee discussing and deciding upon a vision statement for their work, which I'll read in a second. We had a lot of public involvement. The College of Charleston provided a lot of value in this process. The Business School and the Office of Tourism Management that they have in the Business School did a lot of research for us and presented it to the Committee and community and then the subcommittees. The vision statement that they adopted, I'll just read it: 'The Tourism Advisory Committee will develop objectives and recommendations that address the goal of maintaining the critical and delicate balance between Charleston's residential quality of life and the tourism economy while preserving Charleston's authenticity and sense of place, especially its architectural and cultural heritage.' So, with that in mind, we did a resident survey. We had multiple public meetings. The resident survey asked residents what are the positive impacts of the tourism industry on quality of life downtown, and also those things that are negative impacts. So, we did a tourism-related resident survey. I'm sorry you can't see all these slides here that are cutting off the top. We asked all the neighborhoods to submit to us reports on what they wanted the committee to work on. So, we received several, and in some cases, fairly in-depth, recommendations from the neighborhoods that addressed these kinds of issues. These are some themes out of all of that, the things that we needed to work on. So, as a result of these things, the committee established these five subcommittees. A member of the Committee chaired each of the subcommittees. Then, we had membership from the Committee on each. They met multiple times and had a lot of discussion/debate. We had a tremendous number of City staff involved in this, of course Vanessa Turner Maybank, who runs the City's Tourism office, some of her staff; Laurie Yarbrough, from the Recreation Department, Stella Fruit, who obviously is very involved and manages the Special Events process; Chief Mullen, members of the Police Department; the Parks Department; and Scott Watson from Cultural Affairs, just to name a few. They participated in these subcommittees as well, and Frances Cantwell on legal issues. I'm not going to go through every recommendation, but if you look through, the scope of these are definitely are some themes and some major recommendations that you can call out of these. One is the creation of a centralized coordinated approach to the Tourism Management and Special Events trying to bring together some of the functions that go

on in different places in the City.

Now, certainly a tremendous amount of discussion about alternate modes of transportation, getting people out of their cars earlier and more often so that we can address the congestion issues downtown and then an annual review of Tourism Management. In the process, one of the things we started with was, we shouldn't wait until the end to address issues that come up that we can while the committee is working. One of them was to, City Council, of course, allocated funding while the Committee was working and at the beginning of their work to hire Tourism Enforcement Officers. We now have three of them working, and it's really made a big impact. Some little things that make a difference, the Charlestowne Neighborhood Association suggested we put up some signs in Waterfront Park rather than new restrooms. We'll put some signs up that include a map of where the restrooms are now and some rules about White Point Gardens. So, the Parks Department designed and fabricated these signs that they installed, and, of course, we decided to open City Hall's restrooms on the weekends as well, so some small things were done. One big thing that came up relates to the number of hotels, and I'm just using some maps that we used 18 months or so ago, when we addressed the issue of hotel growth downtown and we shrunk the area on the Peninsula of where you can actually build a hotel. The areas in red on these maps, you used to be able to build a hotel in these locations, and you'll remember 18 months or so ago we took those areas out. For instance, you will not have another hotel on Meeting Street south of Calhoun Street, basically also east of Meeting, north of Calhoun Street and west of King Street. We took out areas so you cannot build there any longer, and the other thing we did was, we extended the cap of 50 rooms on hotels from Calhoun Street up to the Septima Clark Parkway. There is a recommendation in the report that we continue an annual report on the hotel industry and provide that report to Council and aggressively continue to manage and monitor the growth in the hotel industry. So, with that, we have a public hearing tonight. I can answer questions about the process or what's before you at any point after the public comment or whenever you like. Let me finish, I forgot a very important thing. We had a public hearing with the Planning Commission and we're recommending approval of the document that you have. This will be the fourth time that City Council would have adopted the Tourism Management Plan for the City. We're suggesting that you do that again. The document itself consists of a lot of recommendations. If you look at each of the subcommittee sections, each subcommittee created a goal for each of these five things, then a description of what the issues are, and then a bunch of strategies to address them. These are pretty high level goals and issues for the City to address, so we think it's very appropriate for City Council to adopt this. When the Planning Commission held their public hearing, the Planning Commission, ultimately, unanimously voted in favor of the report, with the recommendation that we consider future review of alternate locations for the cruise ship terminal and to consider shore power for cruise ships at the terminal. We're recommending adoption of the report without this amendment that the Planning Commission recommended."

Mayor Riley said, "Thank you very much, Tim, for your presentation and for your great work, and that of Yvonne Fortenberry, and members of your staff, our great Legal team, Vanessa Turner Maybank, our Clerk of Council and Director of Tourism, and all the City employees that work, and then the wonderful Tourism Management Advisory Committee, chaired by Kitty Robinson. Kitty, would you stand just so everyone could have a chance to see you? Kitty is the Executive Director of the Historic Charleston Foundation. She chaired the meetings, and then we have a number of members of the Tourism Advisory Committee here. There were 27, and met many times during a 12 month period. As Tim mentioned, they recommended, after the initial input, that there were five easily divisible areas of interest. So, we had five subcommittees and they worked very hard, the Chairs, and got fully into the subject

matter at hand with a lot of input and came up with their recommendations. I would like all members of the Tourism Advisory Committee who are here to please stand, including our great members of City Council. Let's give them a big round of applause."

Applause filled the Chamber.

Mayor Riley said, "I will just say at the outset that it's an excellent plan and it was unanimously voted upon, unanimously approved by the Committee. As mentioned, all parts of the spectrum, downtown residents, tour operators, people involved directly in the tourism industry, business people, citizens, all neighborhoods, all sections of the City were represented; and to have a unanimous recommendation, I think, speaks to the great work of the Committee as well as to the solid nature of their recommendation. I most heartily commend it to you and will say that I am very proud of the fact that Charleston pioneered Tourism Management. It was the first Tourism Management Plan in America to begin to think about how we accept the responsibility of managing how visitors use our City, and in the management of that industry enhance and preserve the quality of life, while making the visitor experience more enjoyable and worthwhile. This fifth update is a wonderful addition to that and let me say, and I think Councilmember Moody will make the motion or whomever does, this Plan becomes a part of the City's Century V Plan, in addition to the City's Tourism Management Plan. The implementation of it, obviously, will require appropriation that, of course, City Council will make as it meets, or, certainly, in the annual budget. Then, additional ordinances regulations will come to City Council. So, this is like a City Land Use Plan. It's become a document, a part of the City's official road map, if you will, and then the various acts of implementation will come back to City Council for their consideration and action.

So, with that, I'd like to ask people who would like to be heard, to speak on Tourism Management and we will ask the wishes of City Council. Is 30 minutes right or what do you want to do? We'll shoot for a goal of 30 minutes. Sometimes what you might want to say has already been said, and if there's a way by show of hands, for an issue of that moment, we will let you be recognized there. I am asking people to try to keep their remarks to two minutes or less, and give us your name and address even if we know each other well. Yes, sir."

Councilmember Seekings said, "Mayor Riley, just before people come to the microphone, I just want to make sure I'm clear from Tim, that the recommendation to this Council is going to be to adopt, as presented, the Plan that's in our packets, right here, that does not include what the Planning Commission did, but does include pages 22 and 23, which is the quality of life portions of the cruises."

Mr. Keane said, "That's correct."

Councilmember Seekings said, "I know there's a lot of people here to talk about that, just so that people know the only reason why we were talking about that, what is on our desk right now includes five specific items related to the cruise industry, but does not include the study of the terminal. Thank you."

Mayor Riley said, "It was in the original Plan. Yes, sir."

1. Anthony Bryant said, "Anthony G. Bryant, 2123 Courtland Avenue, Charleston, SC 29403, former member of Board of Zoning Appeals, Charleston County 1990-2006. The issue of this Plan and all plans nationally must begin to deal with unofficial observation under community-oriented policing, under Office of Violence Against Women and under all these

federal programs and activities, even Homeland Security Policy, that's not on the table from the General Assembly of South Carolina, Department of Revenue, Governor Haley and others. All plans must begin to look at the unofficial observation of people who don't look like them in their neighborhood. We have to begin to have a real discussion in the planning community about inclusion and unofficial observation, and you have official observation in these letters here I received back from the Justice Department. With you meeting with the President (referring to the Mayor), I hope you had a nice meeting, but the real critical question of these plans in the future, with all planning, would have to consider the diversity of an area. From 1974, you had UDAG (Urban Development Action Grant) money there, impact zero, you had additional monies coming in zero, to those intended beneficiaries and programs and activities of the federal government. That means they were supposed to be impacted by those federal dollars, and as you look at this map here, you will then see from 1974, with respect to 2010 to those intended beneficiaries who are no longer around. You see the 'need base' numbers, but they are no longer around. I grew up in the Neck area, so the price point in the Neck area is now like \$100,000-\$200,000. That was the price point downtown 1974, so we hope that these documents go to Governor Haley, Mr. Newsome with \$204 million dollars they got for Volvo, which is a great idea, but who can get a loan for \$204 million with almost zero interest in this state, period. So, at the end of the day, I support the plan as it is but..."

The Clerk called time.

Mr. Bryant said, "I want public safety to be involved, to stop racial profiling in this area. Thank you."

Mayor Riley said, "Thank you very much. Yes, sir."

2. Robert New said, "Good evening, I appreciate the opportunity to say a few words before Council. My name is Robert New. First, let me state, I appreciate your public service and I would be remiss if I didn't say thank you, Mayor Riley, for your visionary leadership these many, many decades, it's been inspirational for all of us. I just want to reiterate what Mr. Newsome stated, that this is the editorial from the Post and Courier, 'get cruise terminal site right.' There's only one spot, the right spot has always been Union Pier. It's been where cruises have come for generations. I can remember about 20 years ago the QE2, slightly larger than the Carnival Fantasy, coming into the port and people lining the shores with their cameras to take pictures. People were so excited to see the QE2. That's the excitement we used to have with the cruise industry. We still have it with most people. Jim touched upon Columbus Street because that's the option being played out. Columbus Street is not an option. We encourage you to come see it. Anybody who's been there recently, it's chock full of BMWs. They're everywhere, and how we're going to have Volvos as well. Columbus Street has to be a working dock; the appropriate place clearly is Union Pier. What we ask you this evening is not to turn your back on the long Maritime history that's tied and intertwined with Charleston's history back to 1670. There's a lot of good people who have worked these docks for years and years and years. This is our livelihood, and I'm certainly proud that I've worked on the Charleston Waterfront all these years, and we appreciate your support. Thank you."

Mayor Riley said, "Thank you very much. Yes, ma'am, Kitty."

3. Kitty Robinson said, "Thank you, Mayor Riley. I'm Kitty Robinson, and I live on New Street. I'm here tonight to represent the Tourism Management Advisory Committee, which I had the great privilege of chairing. The first thing I want to do is to thank the Mayor for initiating the process. To me, and I think to all the others who served on those committees, the

subcommittees and the larger committee, we felt it was the most inclusive process and the public was invited at every point. There were forums and also committee meetings to which the public was invited. So, we feel as if this Plan is coming to you from the community, not just the Committee. One of the best things that I think about the whole Plan, and I'm so glad to see them on your desks, is that every recommendation has a timeline. This is a Plan that we think should be adopted, that's what I'm advocating and asking you to adopt the Plan as it is. Then, we will help follow those timelines, there are six-month deadlines, there are one-year, two-year, three-year, and some things are way out. Because it's been done so carefully and with great support from the City staff and from the public, I just want to recommend and ask you very respectfully to support this Plan and adopt it as presented as you see it on your tables. Thank you very much."

Mayor Riley said, "Thank you very much, Kitty. Congratulations. Yes, ma'am."

4. Pam Zaresk said, "Good evening, my name is Pam Zaresk, and I'm a downtown resident. I live on 83 Columbus Street. I also happen to be the President of the Maritime Association. The whole issue of the cruise terminal and the one thing that I really wanted of you all to consider as you talk about Tourism Management versus Maritime Industry, which is what the cruise terminal and cruise operations are a part of. The important thing I think for everyone to remember, and I know all of you on Council do and I hope that you will see that again as you consider this, is the Voluntary Management Plan that has been entered into between the State Ports Authority and the City was the result of over a year of meetings. There were over 100 public meetings with all kinds of people, having all kinds of input. I, for one, went to an awful lot of those meetings, so I think it's really exciting that the Tourism Management Plan has been so inclusive, but I also think that it bears remembering that the Voluntary Cruise Management Plan between the City and the State Ports Authority is also a result of a tremendous amount of public input and meetings over a whole years period of time. So, I would just like to ask you as a resident and as a person who's very invested in the Maritime Industry, that you look at the Maritime Commerce being a separate section all together and not a part of the Tourism Management Plan. Thank you."

Mayor Riley said, "Thank you very much. Yes, sir."

5. Matt Doscotch said, "Hello. My name is Matt Doscotch, and I live on Moultrie Street up in North Central. I'm here to just speak briefly in support of short-term rentals and expanding the current ordinances to allow homeowners to rent out rooms in their primary residence on a flexible, short-term basis. It's the oldest, most established form of hospitality in the world, certainly in Charleston. Its biggest benefit is that it helps local residents to stay in their homes by giving them added income for bills, repairs and emergency funds. This includes a lot of folks who have lived here for generations, and families who have been in the same house for generations. It's always been throughout our 350 year plus history this type of activity, a very successful business model. It preserves structures and the character of neighborhoods and contributes to the vitality and value of neighborhoods by preserving buildings, allowing homeowners to keep them up, and it just generally creates health and vitality. It has a potential to bring in millions of dollars into the local economy and to neighborhoods, not just in this small historic downtown, but businesses up in my neck of the woods, Edmund's Oast, Park Café, for example. It generates revenue that helps to provide essential services like fire, police, clean water and other projects that benefit everyone. I've gathered several signatures, about 130 so far just in my neighborhood, and I'm also listening to people's concerns. We've had overwhelming support, but some things that come up are safety, parking, noise and preserving the rental markets for local residents. Parking and noise, there

are already ordinances in place for residential neighborhoods. That shouldn't be a problem. Livability can take care of issues like that. Safety, a lot of these sites have a review process, liability coverage..."

The Clerk called time.

Mr. Doscotch said, "The rental market is the most important actually."

The Clerk called time.

Mr. Doscotch said, "Thank you."

Mayor Riley said, "Thank you so much and let me say. Thank you very much. Just in general to everyone, this hearing is on the Tourism Management Plan. We will have a Citizens Participation Period later on in the meeting for comments about other matters."

Mr. Doscotch said, "Thank you."

Mayor Riley said, "You bet. Yes, sir."

6. Warwick Jones said, "Warwick Jones, 71 Anson Street. It's hard to disagree with the broad objectives of the Tourism Management Plan. The devil will be in the execution. I do take issue with some things that I would endorse, over the comments made by Mr. Newsome of the SPA. A few years ago, the Army Corps of Engineers in the presentation on the new port of North Charleston stated, 'after North Charleston, there are no sites left to locate new docks', so what the SPA has now is all it ever will have in Charleston. We have a port that is growing and thriving, but not all terminals are equal, some are specialized. North Charleston should absorb much of future growth but it won't be able to handle it all, but there will be new business. With Volvo to set up, new business could be substantial. Our port is vital to our economy, its position now or in the future should not be jeopardized, but it could be if Columbus Street or North Charleston is used for cruise ships. The SPA has consistently said Columbus Street is not an option for cruise ships and shore power may be a waste of money, yet folks say there are options. They second-guess the SPA, continue to vilify it and repudiate its statements. In any transgression, there is usually a motive. Would someone tell me the sinister motives of the SPA? Maybe Columbus Street and North Charleston are not suitable for cruise ships and operations are adversely affected if given over to cruise ships. Maybe shore power will be a waste of money. Maybe the SPA is acting responsibly, but cruise ships do bad things, say the opponents. They pollute the harbor, the air, they create traffic jams. Do they? I would say to the opponents, show us the evidence. It's been five years for you to collect the evidence..."

The Clerk called time.

Mr. Jones said, "...for the air pollution, for pollution of the harbors, but we haven't seen it because there isn't any evidence."

The Clerk again called time.

Mr. Jones said, "Pass the Tourism Management Ordinance but amend that part which relates to cruise ships. Thank you."

Mayor Riley said, "Thank you very much. Yes, sir."

7. Mohammed Idris said, "Evening. Mohammed Idris. Mayor, City Council. This City, Charleston, is out for money. When I look at it, it makes me think of Sodom and Gomorrah, it makes me think of Egypt, and those who support the Mayor seem like Pharaoh's magicians. Pope Francis said this, 'dictatorship of the global financial system warns that the cult of money was making life a misery for millions'. We know recently someone got shot in the back five times. Mayor Riley has been shooting us in the back for the last 40 years and he's had his help doing the same. He told us that the land was contaminated, but they built BMW and all kinds of other activities there after he moved families from the area. He has a statue 80 feet high on Calhoun Street with a man by the name of J.C. Calhoun, who said, 'slavery is the right thing to do' and Mayor Riley supports him and is about to put another hotel next to it and say this area is acquitted flawless. He's calling Calhoun a flawless man with all he has done to the African American community. When I look at you, again, you look like Sodom and Gomorrah. You're nothing but sensual, materialistic people looking for money at the expense of the family. You have taken poor slaves like one man said..."

The Clerk called time.

Mr. Idris said, "1670, yes, we were building this country in 1670..."

The Clerk again called time.

Mr. Idris said, "and you all have taken advantage of the poor in this City. Thank you."

Mayor Riley said, "Thank you very much. Yes, sir."

8. Christopher King said, "My name is Christopher King, I live on Montagu Street. I'm the Executive Director of the Preservation Society of Charleston. I would also like to echo the thanks to the Management Committee that worked so hard over a twelve month period to put this Plan together. It was a lot of hard work and a lot of data crunching and analysis. We feel like it really informed a lot of very good proposals and we feel that Plan is very balanced. One of the things that struck us was that the existing Plan that we had was a pretty darn good Plan when we started, so we had a wonderful place to start. I would urge you, Council, today as you're looking at passing this, hopefully, that you would also consider the next step in making sure that we follow through and we enforce the recommendations of this Plan. This must be seen as a two-step process, so hopefully today we can get this Plan approved and then move forward to enforcement. The Preservation Society of Charleston also supports the recommendation of the Planning Commission to study the alternative sites for the cruise terminal. The key to tourism is managing traffic. It is one of the primary things that follow through in every aspect of this Plan. To say that cruise goers are not tourists is interesting because we were told that they contribute so much to the City. So, if they're not tourists, I find that interesting, but we do know that they must get to and from the property to get on the boat. So, to manage tourism effectively, we must manage traffic. Therefore, it is very reasonable to include and discuss the cruise activities as part of this. This is a logical point. Successful cities keep their cruise terminals outside of the historic districts, and we feel that this Plan is about best management practices. It's about looking at what the best options are. So, the idea of a relocation study is not saying 'move it', it's saying 'study it', and that is not anti-cruise, that is simply best management practice and that's what this Plan is about. Mr. Newsome said it. He said, 'we looked at it briefly', so what we're asking is, is that enough? Did we look at this issue enough?"

The Clerk called time.

Mayor Riley said, "Thank you very much. Yes, sir."

9. Randy Pelzer said, "Thank you. I'm Randy Pelzer. I'm Chair of the Charlestowne Neighborhood Association Cruise Ship Task Force. About six or seven years ago, the Ports Authority's feeling, I guess, was that they did not have expertise in terms of locating cruise terminal sites, employed Cooper Robertson (Cooper, Robertson & Partners) from New York to help them locate the best site for a cruise terminal. As the report of Cooper Robertson makes clear, they were told to only look at Union Pier. They did not look at any of the other five terminals that the Ports Authority currently owns or any other possible sites in the Charleston harbor where a cruise terminal could have possibly been located. As a consequence from a traffic standpoint, they have picked the worst possible location for a cruise terminal. It would still be a bad location after they are successful or if they are successful in moving the cruise terminal to the northern end of Union Pier, simply because all of that traffic will still come south of Calhoun Street where there is an increasing bottleneck of traffic already. Their own statistics show that 80 percent of the cruise traffic comes down I-26, gets on Morrison Drive, gets on East Bay Street, and then gets onto the Union Pier property. It is really unnecessary since this is a transportation hub to bring all of that traffic down below Calhoun Street if there are alternative sites. We suggest that there should be a study of possible alternative sites, which would better deal with the problems of traffic south of Calhoun Street and the problems are only going to get worse. As you know, the Gaillard is set to open, there are hotels planned and there are more office buildings. If they open up 32 acres for development, which is slated to be the highest density development in Charleston, that's going to bring even more traffic south of Charleston. SPA has the capacity within its system to handle that, even though there's been some recovery..."

The Clerk called time.

Mr. Pelzer said, "Thank you."

Mayor Riley said, "Thank you. Anyone else? Yes, sir."

10. Jay Williams said, "Good evening, Mr. Mayor and City Councilmembers. I'm Jay Williams, 81 King Street. 'Venice, its canals, gondolas, historic buildings, and looming all over this are cruise ships'. Sound familiar? Venice is one of the few places where cruise terminals are right in the city and it's not working. The center of modern cruise tourism, which are floating resorts with 24/7 entertainment, sports bars, casinos, romance and more have grown in Venice from 206 ships per year to 661 ships per year and they disgorge 1.8 million tourists onto Venice. This is not a Maritime business. When they do that, it becomes a tourist business. This can't happen here, right? Well, what will happen when Cuba is opened up to cruise ships? Cuba is closer than many of the Fantasy's current destinations. Midwesterners won't be coming to Charleston, they'll be going to Charleston to get to Cuba and other places as they do now. What about the widening of the Panama Canal with even larger cruise ships? Studying alternate cruise terminal locations isn't about today, it's about 20 years from now. So, why has the recommendation been left out from the Tourism Management Plan and what is the SPA afraid that we will learn from a study? What could possibly be bad about a study? We're talking about a study; we're not talking about moving the terminal. What's the difference between Charleston and other places? In New York, the terminal is two miles away. In Boston, it's 2.2 miles away. In New Orleans, it's 1.1 miles away. In Fort Lauderdale, it's 3.4 miles away. I can go on, but the difference here is that Venice is so overwhelmed with cruise ship tourism

because it's in the city. Many in the city want to move the terminal, but that cost now would be in the tens of billions of dollars. A simple study here could be the stitch in time that saves nine. Thank you."

Mayor Riley said, "Thank you very much. Yes, sir."

11. Steve Gates said, "I'm Steve Gates, I live on Meeting Street and was the Chair of the Quality of Life Subcommittee of the Advisory Committee and I just wanted to make a couple of short comments really about the context. The first is, since you said don't repeat, I want to endorse everything Kitty said about the base Plan that's been submitted. It's a wonderful Plan, and the result of great, hard work. The neighborhoods' input was well-received by all participants. I did want to point out though that our Quality of Life Subcommittee did make a recommendation that the cruise ship location be restudied. You may not have noticed it because I just noticed yesterday, it was, I guess, accidentally left out as page four of the Committee report that is attached as an appendix to your materials. In there, the Subcommittee did recommend a study and I want to explain why in just two sentences. The first is the experience of other cities that's just been referred to so I won't repeat it. The second is this cruise ship terminal, if built, is going to be there for many, many decades and the trend of the cruise industry is toward bigger and larger. Maybe the market is static today, maybe it's static for five years, but you know in 20 years the cruise ship terminal will still be there, in 30 years it may be there. The smallest cruise ship in the world may be bigger than the guidelines in place today suggest. So, a study is appropriate. Thank you."

Mayor Riley said, "Thank you very much. Yes, sir."

12. Randall Goldman said, "Mayor, Councilmembers. This will probably be my last time to address the Council with our current Mayor, so I just want to take moment to say, thank you for your stewardship over the success in giving us a City that we have these issues before us because there are many cities throughout the nation that wish they had our problems. I remember so distinctly one of the very first times I heard you speak and in that talk, you referenced the viability of a city and the success of a city is measured by children on the streets. So, my wife and I four years ago were very blessed to have an opportunity to move to the Peninsula, on which we now live. I live on Wraggborough Lane, by the way. You spoke a lot about livability, and that's what we're here about tonight is livability. I am not a single-issue voter and I ask that you look at the Plan that we are submitting tonight. Also, I am the Chair of the Mobility and Transportation Committee for the Plan. I ask that you not let this be an opportunity that it's a single-issue vote, adopt the Plan that we put forth so that we can answer the pleas of our community. We've heard resoundingly from our community that we need to start creating some situations so we can start alleviating the pressure that we are feeling. If we don't adopt the plans we currently have and get side tracked, then we're not going to be able to implement all the work that we have done. Lastly, I would not have put my name as part of this study if I didn't believe that Historic Charleston and the City were truly interested in making sure that things that we're proposing are going to be implemented. So, I stand before you to assure you that I would be a great counterpoint as we move forward to make sure that everything that we have in our objectives and our strategies..."

The Clerk called time.

Mr. Goldman said, "...are implemented. Thank you very, very much, Mayor."

Mayor Riley said, "Thank you. Yes, sir. Anyone else like to be heard? Yes ma'am."

13. Carrie Agnew said, "Hi, I'm Carrie Agnew, and as most of you probably know, I'm a 15-year resident of downtown. I'm also the Executive Director of Charleston Communities for Cruise Control and, like everyone else, I just want to give our tremendous support and thanks to all the people who've worked so hard for this new 2015 Management Plan. We know that both the Charleston Planning Commission and the Tourism Management Committee understood the need to enact ways to reduce health and traffic impacts from large leisure cruise operations downtown. They recognized the need to get enforceable limits to make sure that the pleasure cruise industry does not turn downtown into a South Carolina Disneyland. Nobody wants that for the historic area. As someone who's lived near the existing cruise operations and experienced firsthand an exponential increase in pedestrian and vehicular traffic and air pollution, I'd like to thank the members of the City Planning Commission for standing up for ordinary citizens and asking the questions that should have been asked long ago. I, therefore, call upon you, City Council, to fully endorse and approve the complete 2015 Tourism Management Plan, along with the amendment from the Charleston Planning Commission to do your due diligence in a full site study. Not to move it, but let's look at the options. We've never seen them. Maybe this is the best place, maybe it's not. Let's explore it. Thank you very much."

Mayor Riley said, "I think we probably well-consumed the 30 minutes. If anyone would like to be heard, we will let you. If you could, try to make your remarks as concise as possible."

14. Katie Zimmerman said, "Hi, thank you. I'm Katie Zimmerman, I direct the Coastal Conservation League's Air, Water and Public Health Program. Thank you so much for all the work that's gone into this Plan. It's incredible. There are nearly 70 recommendations, only five of which relate to cruise ships, and that is really important to note. I'm asking you all to, as others have, not only pass this updated Plan, but also really consider what the Planning Commission recommended. They're appointed by you all, they're a wide cross section from the community. They took a lot of time and information to consider. The language is not scary. I don't know why it's being sort of frowned upon and characterized as being scary. It's to examine other potential locations, which, as Carrie mentioned, has never been done. That's all that needs to happen. Anything, any large scale industrial activity that would be proposed for downtown would be studied. Alternative locations would be studied by you all, by Planning Commission and anyone else. Not only that, but Planning Commission recommended keeping shore power along with wherever the cruise terminal ends up and that's because what we're finding out is, the scrubbers that are touted as being so wonderful, now they are producing water pollution. Not only that, but we know that they're not going to reduce the same types of particulate matter, the same types of pollutants, excuse me, that shore power absolutely would. So scrubbers are not the solution. Low sulfur fuel is great. Combine it with shore power and we've got a winning combination. Thank you all very much."

Mayor Riley said, "Yes, sir. If you can speak briefly, we have a lot of other business to attend to and we just want to make sure that we get as many collective voices as we can."

15. Doug Robertson said, "I'm Major General, Retired, Doug Robertson. I live at 2 Laurens Street, just across the street from Union Pier. I've had a dual career, one in the Army Reserve and 40 plus years as a Transportation Applied Research and Evaluation Professional. It's from this latter perspective that I offer the following comments and suggestions regarding the Plan update, and, specifically, the amendment recommended by the Planning Commission. You've heard several people say that we need to take a look at all of the alternatives that have any basis of feasibility. Otherwise, you cannot select an optimal solution. An optimal location,

and I think that's what Charleston needs is an optimal location, and you do that by looking at all the possibilities. You compare the pros and cons of those alternatives and let the facts stand on their merit and tell you what you need to know to make an appropriate decision. Also, I wanted to thank the group that put this Plan update together. It's excellent work, I wholeheartedly support it, and I also support the amendment of the Planning Commission to look at alternative locations, and to also consider shore power as one of the factors that's important here, regardless of where the location turns out to be. Thank you very much."

Mayor Riley said, "Thank you, sir. A couple of brief comments, yes, sir and yes, ma'am."

16. William Cook said, "Thank you for the chance to speak to you tonight. My name is William Cook. I'm an Associate General Counsel at the National Trust for Historic Preservation, former resident of the City of Charleston. I'm very happy to be home, but I have to say, listening to the debate tonight, I feel a little like I'm in Alice in Wonderland. We're talking about the preservation of the historic and cultural resources and looking at a Plan that fails to address the most significant tourism impact in the City today. This impact, which is cruise tourism, deserves careful study, and the National Trust commends the group that developed the Plan, but also supports the 8-1 vote by the City Planning Commission and urges the City Council to adopt their amendments. To use the Mayor's words tonight, 'it's not rocket science and it's not anti-cruise, it's common sense'. Thank you."

Mayor Riley said, "Thank you. Yes, ma'am."

17. Debbie Scott said, "My name is Debbie Scott, I live at 2 Laurens Street. I have the vision of having been a longtime resident of Ansonborough and also a current resident of Gadsdenboro. While there are, in fact, many new residents moving to the Charleston area on a regular basis, there are also many longtime residents who are considering the possibility of selling their much-cherished and loved properties because of the ongoing problems of pollution, congestion and the possibility of increased cruise traffic. I urge you to adopt in full the recommendation of the Tourism Commiittee in their efforts to help alleviate and deal with some of these many, many problems. If Charleston is the number one tourist destination in America, she deserves a first-class planning solution that does not include locating a cruise ship terminal in the heart of the historic district. With good reason, no other city in the country is considering locating a cruise ship terminal in the heart of their city. If internationally-acclaimed Urban Planner Andres Duany has come to our City and said that our cruise ship terminal should not be downtown, shouldn't the City Council consider his advice? If the Tourism Committee, made up of Charlestonians intimately acquainted with the workings of our extraordinary City, has recommended that other locations for the cruise terminal be explored, shouldn't the City Council insist on the due diligence required to examine those other locations? Councilmembers, I believe the citizens of the peninsula and the constituents of your districts feel as strongly as I do that the cruise terminal should not be located in the historic district..."

The Clerk called time.

Ms. Scott said, "Rather it be located in a less congested area. I ask you to please consider and vote..."

The Clerk called time.

Ms. Scott said, "...accordingly."

Mayor Riley said, "Thank you very much. We thank all of you for your comments and everyone in attendance tonight. Now, the matter of the ordinance to amend the Tourism Management Plan by adding thereto the 2015 Plan Update and to incorporate and update the Century V Comprehensive Plan. Councilmember Moody followed by Councilmember Mitchell. Was that the order?"

The Clerk said, "Councilmember Mitchell, Councilmember Moody, then Councilmember Riegel."

Mayor Riley said, "Okay, Councilmember Mitchell, Councilmember Moody, then Councilmember Riegel."

Councilmember Mitchell said, "My problem is that when they included the State Port (SPA) in this Plan, that was my problem. I can't support it with that included in the Plan. They say they're 'longtime residents of the City of Charleston'. I'm a longtime resident of the City of Charleston, 67-year longtime resident, grew up in the City of Charleston, I've seen everything that happened in the City of Charleston since way back when. To see the district that I represent, which is Columbus Street. On Columbus Street, they had the containers, they accepted that. After the containers left, then came the BMW plant. Nobody downtown wanted it, the Eastside accepted that, and now they saying they're not going to accept anything else in that particular area. The plans that are the State Port has now, I believe, is the best Plan for it. I believe it needs to stay right where it is. We have spent a whole lot of money, the City of Charleston taxpayers have spent a whole lot of money, fighting, fighting, fighting because people didn't want this, people didn't want that. We have to come together to start working together. We have made the City of Charleston the number one destination in the country for tourism, it's not going to turn back. That title is not going to turn back and go away, it's not going away. So, we need to work together on this, but sometimes in certain instances, and I might get beat up for saying this, but some people want it all and are forgetting about the rest of the people on the Peninsula. I have a problem with that. That's the biggest problem that I have. As for the less fortunate, nobody cares about the less fortunate and that's the district I represent. Most of them are less fortunate and I see it all the time. I sit on this Council, I've been on here a while; I've been on Council and off Council and came back. We are looking downtown, we say 'historical this, historical that'. Who made it historical? The people in the City of Charleston that came even before we did made the City of Charleston the way it is now today. So, now everyone wants to come to the City of Charleston and the Peninsula. You can't forget about West Ashley. That's part of the City of Charleston also, so there is only one Charleston. Take the State Port (SPA) out of this plan and the carriage companies, which we have been putting restrictions on for the past five or six years. I've seen it every year they bring it here. The Tourism (Commission) says, 'oh you want this. I don't even want this carriage coming through our community'. At one time, they wanted them to come through the community, 'oh we want to show our houses'. Now, all of a sudden, everything is changing. All the traffic is going to be more than we see now today, because we have three hotels coming on board, as we speak. So, it's not going to stop traffic. We have to find different means of dealing with it, such as mass transit, or something like that. That's the only thing that's going to stop traffic today, is having mass transit in the City of Charleston. We have to work on that, and have people park their cars and ride it. That's the only thing that's going to really help with the traffic in the City of Charleston here and now. Even at my house on King Street, sometimes it takes me five minutes just to cross the street, but what am I going to do about that. My grands come to my house and I have to stay outside and wait for them to cross the street because the traffic there. It's not going to get any better, because we have so much construction going on, and so many businesses coming here. Everyone wants to move to Charleston now, because

we have made it this way. So, my thing is if they take the State Port (SPA) out of this Plan, which they have put it in here for some reason, I don't know why, and the carriage companies, then I will support the plan entirely. That would be a motion that I would amend by taking those two things out of the Plan."

Mayor Riley recognized Councilmember Moody.

Councilmember Moody said, "Councilmember Mitchell kind of beat me to the punch a little bit. I was going to make a motion to get it on the table for discussion. I was going to move for the adoption of the Tourism Management Plan, the 2015 Update as submitted and recommended by the Advisory Committee and the PP&S (Planning, Preservation and Sustainability) Department without the Planning Commission's recommended amendment dealing with the cruise terminals with the understanding that all of that information has got be funded, as you mentioned earlier, which will require approval of this Council, for all of that stuff to be planned, funded, and brought back to us for our approval. So, that would be my motion."

Councilmember Waring said, "Second, Mr. Mayor."

Councilmember Riegel said, "Second. Somewhere in those motions, I seconded."

Mayor Riley said, "Yes, sir. We've got a motion on the floor to adopt the plan as originally submitted without the Planning Commission's Report."

Councilmember Mitchell said, "I want to do the same thing without the State Ports Authority involved in this plan and without the carriage companies in this plan. That's my motion."

Councilmember Riegel said, "My second is to the motion that we exclude that. If that's the same motion, we're in agreement."

Mayor Riley asked, "Your motion is what?"

Councilmember Mitchell said, "I just want the carriage companies to be excluded out of this plan also. We can look at that separately because we were regulating them. Every year for the past five or six years, even when we hired the various people to go out and check to see how the tourism companies are doing in the community. I get tired of seeing us beating up on one establishment all the time. Then, coming back with another plan. We've got to stop it. We have to stop it here on Council. That's my motion on it."

Councilmember Lewis said, "I'll go ahead and second Councilmember Mitchell's motion because we're going to have to discuss the whole entire plan. We've got two motions on the floor. Basically, both are the same except for his (Councilmember Moody's) motion is to exclude the cruise ships, and his (Councilmember Mitchell's) motion is to exclude the cruise ships and the carriage companies. So, we'll discuss both."

Councilmember Waring said, "We're going to have discussion, but let me get a point of order. Councilmember Mitchell did make a motion, and there was pause there. With all due respect, Councilmember Lewis, it was not seconded."

Councilmember Lewis said, "I seconded it."

Councilmember Waring said, "I understand you did. Just follow me here for one second."

Councilmember Lewis said, "Okay. Go ahead."

Councilmember Waring said, "Councilmember Moody made a motion, which I seconded, so I am asking for a point of order for clarification on what is on the floor. My understanding is his (Councilmember Mitchell's) motion did not get a second. Councilmember Moody's did."

The Clerk said, "That is correct. I have the first formal motion being made by Councilmember Moody and a second by Councilmember Waring. We have a subsequent motion being made by Councilmember Mitchell and seconded by Councilmember Lewis."

Mayor Riley said, "I think that's probably correct. So, we've got the motion on the floor to adopt the plan as submitted which would exclude the Planning Commission report."

Councilmember Alexander said, "Point of information, Mayor. Procedurally, Councilmember Mitchell's motion is discussed first and then subsequently, Councilmember Moody's. Is that the way it goes?"

Mayor Riley said, "Yes. His would be to amend. That's right."

Mayor Riley announced the order of speakers as Councilmember Riegel followed by Councilmember Wilson and himself.

Councilmember Riegel said, "Thank you, Mr. Mayor. My intent was to second Councilmember Moody's motion and amendment, which my good friend Councilmember Waring has done, which is fine and great. I just wanted to express my support of Councilmember Moody's motion and Councilmember Waring's second, but also as importantly to commend the great work of City staff, the Advisory Committee, and all these wonderful people who put this into place. We want to be sure we don't throw out the baby with the bathwater, so we do need to move forward on some basis. Thank you, Mr. Mayor."

Mayor Riley recognized Councilmember Wilson.

Councilmember Wilson said, "Thank you, Mr. Mayor. I intend to vote for this with Councilmember Moody's amendment, as well. I don't agree with every single provision in this Plan, and I want to bring up two items. One is the recommendations that come forth from this Plan. We need to ensure that everything comes to City Council. These are not necessarily made at staff level, but they need to come through this body because we set policy for the City. Also, and this will get fleshed out as we move through this process, be mindful that the majority of the residents of the City of Charleston do not live in the Peninsula. We want to be very careful to discern residents from tourists and not unnecessarily penalize residents who want to come down, who want to drive downtown, who want to come and experience Charleston, see a show, or take a walk on the Battery, simply because they do not live on the Peninsula. I want to be very, very clear about that, that those residents have paid their tax dollars for the infrastructure to fix the wall of the Battery, and everything else, including the drainage projects. Let's be sure to treat non-Peninsula residents as residents and not tourists. Thank you."

Mayor Riley recognized Councilmember Seekings.

Councilmember Seekings asked, "Were you next, Mr. Mayor?"

Mayor Riley said, "I'll wait. Go ahead."

Councilmember Seekings said, "First off, I'm a little confused as to what we're going to first vote on. That doesn't matter for my comments. This plan that is front of us did not come from Hobson's Barn. It came from a group of dedicated citizens that worked really hard to give us, as a community, a series of recommendations and choices. As opposed to Hobson's Barn, we had no choices. To me, one of the comments that was made earlier in debating the matter that was before us at Ways and Means about hiring people who are unemployed, one of the comments made by Councilmembers, recently we've taken the tack of leaving folks out. We can't do that with this plan as we consider it. We need to put it all in. What was brought to us was something that was done by a deliberate body. Kitty, over how many months did they work?"

Kitty Robinson said, "One year."

Councilmember Seekings said, "A year. So, after a year, they've brought us something, it's in front of us, and it makes some sense. Now, one of the things that we do all the time around this Chamber, and we should, rightfully, is talk about the inundation of traffic on the Peninsula. Invariably, we make every developer that comes in here, not once, not twice, sometimes four or five times, do a traffic study. This whole notion of the location of the cruise terminal and where it is going, you can call it whatever you want. All it is, is a matter of traffic and density, people, and all of those things. Since we last talked about that particular project, a lot has happened, not the least of which is the College of Charleston moved part of their campus to that side of town. There's an incredible increase in foot traffic and bike traffic. We need to think about all of that. If you look at the 70 individual recommendations in this report, they all go back to traffic, traffic, mobility, and traffic. That is the centerpiece of what we have to think about, because that's what tourism brings us, is people moving around. So, mobility is serious, I support everything that everyone did for this. If you look at what's before us, a couple of things that I would ask my colleagues on Council to think about is, if you look at the Table of Contents, it tells us in the appendices all of the individual reports from the subcommittees. If you go and look at the appendices on pages 102 and 103, the Quality of Life Subcommittee, it's a four page report, but there are only three pages in there. We need to make sure that fourth page is in there. If we want to adopt what everybody did, let's put the whole report in there. For some reason, page four is not in there. You heard Mr. Gates talk about it earlier. I think the reason he knew that is because we talked about it yesterday. Page four also happens to be the part where there's the one sentence that says 'we recommend, collectively as a group, that we study and look at the location of the cruise ships.' Let's see that it's in there if we are going to put that part in the report in the appendices. So, I don't really get why we're having a big debate over a single issue in a 70 item report that is going to then go, and I think Councilmember Wilson is absolutely right, that we need to make sure that anything that happens with it comes back to us here at Council before implementation because we have to spend money. We're the ones who are going to appropriate it, but let's be inclusive. Let's not leave people out. Let's let the neighborhoods speak through this. Let's let the subcommittees speak through this. Let's put it all in here. Let's not just carve something out randomly. Let's look at it all. So, I endorse this work, Kitty, by you and your Committee, everyone else who worked so hard on it, and Councilmember Waring, who was our representative. I think we should adopt it. I think we should adopt it as recommended to us by the Planning Commission because all they've asked us to do essentially is put in that page that we're missing. That's all it is. Let's put that page in from that subcommittee. Let's get out there, and let's see what tourism is going to look like in

five, ten, fifteen, and twenty years and not just because 'we don't like the issue, take it out'. If we were right the first time, great. If we weren't, let's hear about it. Let's do the studies, in particular, this whole idea of mobility and traffic on the Peninsula. Mr. Newsome told us there are 185,000 people who get on and off the cruise ships. That's 185,000 people. Great, those people are here. They are moving around the Peninsula. They've got to get there somehow, and there is something that we, I think, as a community and as a Council, have an obligation to study based on the recommendations that were given to us by the people who are affected by it every single day, and those are people sitting here living on the Peninsula. Whenever we get to a vote, whatever it is, I'm going to vote in favor of this plan with all of the pages included, including page four of the Quality of Life Subcommittee. It needs to be in here. That includes that portion of the recommendations of the study, just a study, not do anything more than look at where the cruise terminal will ultimately be located full-term. Thank you."

Mayor Riley recognized Councilmember White.

Councilmember White said, "I just want to make two brief comments because a lot has already been said. Number one, regarding carriages, with all due respect to Councilmember Mitchell, carriages are a significant portion of the impact of tourism in our City, and it has a significant impact in the overall quality of life that the residents here, not just South of Broad, but in the French Quarter, Ansonborough, and all, feel on a daily basis. I do think it is appropriate to be addressed in this plan. I'm not saying that everything within this Plan I agree with. I think there are some things that are good ideas and some things that I maybe don't agree completely with that need to be reviewed, but I do think anything that has an impact on tourism needs to be in the Plan. So, that's number one. Secondly, I've been on the Tourism Commission as a representative of City Council for over seven, almost eight years now. I will say that one thing that I would wholeheartedly hope we do with this Plan is recommend it to move forward to the Tourism Commission for these items to be reviewed and identified to be undertaken and executed. One of the things that I don't want to see in this Plan is, there are some good things that need to happen immediately. Yet, if we leave it just simply to a plan, I'm afraid that it will stall out and nothing will happen. There are many things within this Plan, including wayfinding signs and other things that I've been talking about in the Tourism Commission for seven years, and we still haven't done anything with it. So, my hope is that we can take these things on, but, again, move it to the Tourism Commission, so we can see some things implemented with the Plan that I think make sense that can be reviewed and brought back to this Council for final approval ultimately."

Mayor Riley recognized Councilmember Lewis.

Councilmember Lewis said, "Thank you, Mr. Mayor. I am so glad to hear our dear Councilmember (Seekings) over here talk about choices. It is good that the people in downtown Charleston have a choice because they have people to speak for them, people with knowledge, people with money, but the poor, working people don't have anybody to speak for them. We tried tonight to come up with a plan to try to help them to create some jobs. It was basically shot down before it got up.

Two weeks ago, we sat in this Council, and we worked on raising the fares of taxis in this City from \$7.00 to \$14.00 at night starting at 12:00 a.m. Friday and Saturday night. There are people that we're going to hurt by raising and doubling those fares. The reason we were doubling those fares is so that we can get, and I want all of the Tourism people to hear this, so we can have more cabs downtown at night to get these young, drunk children off of Market Street and King Street. Who are we hurting? We are hurting the poor, working people that

work in these restaurants and these hotels, these people that greet the tourists when they come here. When these tourists catch these limousines, they come down, and they get out at these hotels, the busboys and all these people that they meet when they get to the door and greet them, we are hurting these people. You've got people that live in North Charleston because they couldn't afford to live downtown anymore. I know people that catch a cab home at night when these restaurants close, and it costs them \$15.00 to get home. Now, this Council sat and voted two weeks ago that price is going to double on Friday, Saturday, and Sunday night. So, those are the same people that are making \$7.50 to \$9.00 an hour that are going to have to pay \$30.00 to get home because CARTA doesn't run after 12:00 a.m. Most of the people who work in those restaurants will tell you CARTA doesn't run after 12:00 a.m. The last CARTA bus leaves Mary Street at 12:00 a.m. When that restaurant closes at 11:00 p.m., people have to break those tables down, clean those restaurants up, and a bunch of them don't have a car. They don't have anybody to speak for them, but this issue that was in front of City Council for almost two months, and my only objection to the whole thing was that we're hurting the poor, working people who make Charleston what it is today. If those people don't treat the tourists right, they will not come to Charleston. They didn't have anybody to speak for them.

I brought it to the attention of this Council, John the Baptist crying in the wilderness, one loud little voice, but too bad my voice wasn't heard. Now, these people that are serving these tourists that are coming to the City, those same people are either going to suffer, have to go in Section 8, they're going to have to go on food stamps, or some public assistance because they can't afford to catch a cab to get home from work at night because we doubled the fares. Nobody listened to what was going on in this Council Chamber several weeks ago about these poor people. City Council came up with a plan tonight to try to help some of the other people that don't have a job. Nobody is listening. Nobody is saying to these poor people, 'we are trying to help you,' because these are the same poor people that helped build this City. You've got some people that need to work in the City, sanitation workers, street and sidewalk workers, that have to work two jobs to make a living. Where do they work? They work in these hotels and these restaurants at night. So, now, if they can't afford to pay that double fare, they're going to quit those jobs, so they're going to suffer. I know we do a good job of coming up with these great plans. We are taking care of this City with this Tourism Management Plan, but let's think about those that are less fortunate than we are. Let's let this City, this Mayor, and this City Council know that these same people need some attention.

I will support this plan without any debate on the cruise ship terminal. We have dealt with this thing for the last five or six years. I think the northern end of Union Pier where they are going to put it is going to be the best spot. Not only that, the other part of Union Pier is going to be turned into fine, nice restaurants, and a nice park, again, for whom? It will be for our tourists to come and to enjoy them. So, build some more restaurants for these workers to come and work in and who serve and take care of these tourists, but think about what happens to these workers? They're being overlooked. I'm saying to those of you here tonight who served on this fine Committee, that may not know about these things, I hope that some of you know that one of your City Councilmembers sitting around this table voted for the increase. I hope somebody would ask them to bring this issue back up. Let's take this double fare on Friday, Saturday, and Sunday nights out of this ordinance, so these poor people that work in these hotels and restaurants serving these tourists won't have to suffer and go through the hardship that we're going to put on them within the next four weeks when this plan takes effect. Thank you."

Mayor Riley said, "Thank you, sir."

Mayor Riley recognized Councilmember Williams.

Councilmember Williams said, "I really was not going to say anything, but I want to just go back. At 7:30 a.m., we left the subdivision of Providence Commons, and it took us 45 minutes to get down to Charleston. People call you all the time, and they say, 'Councilman, do something with the traffic, do something with the traffic.' I go back to them, and I say, 'tell them to build I-526.'"

Mayor Riley said, "Right."

Councilmember Williams continued, "Be very careful with this 'study' thing. It can turn into stalling. People still have to coexist. They haven't seen the worst of it yet, but what can we do? We can't delay the big issues. You have to coexist. Transparency makes a big difference. That's what we're dealing with in West Ashley by not building I-526. Come on Bees Ferry Road and Glenn McConnell Parkway at 7:30 in the morning, and you see so many frustrated people. We can't study until we delay. I'm just telling you I know what I'm going to do tonight, but this studying can be a stall tactic, and people with money and resources, look at the real quality of life for people. Let's get some things done and continue to coexist. Thank you."

Mayor Riley said, "Tim, if you could come forward and explain what is before us, and what is before us is the Tourism Management Plan, which does not contain the subcommittee, that is an appendage, but what is before us is the Tourism Management Plan."

Mr. Keane said, "Right, and just to address and acknowledge what Steve Gates said, who is Chairman of our Quality of Life Subcommittee and worked hard on this plan, and as Councilmember Seekings mentioned, in the context of the report itself, because if you look at the Table of Contents, you see the way this is laid out. We have a series of recommendations from the five subcommittees, and those recommendations from those five subcommittees are what were discussed and debated among the full Committee and then ended up in the report. To get to those recommendations, we had each of the subcommittees present a series of reports and recommendations. So, what is mentioned about page four of the Quality of Life Report, is correct that it was left out of this inadvertently. That's my mistake. It should be in there. You see three pages of it. There is the fourth with just a little bit of stuff on it. It's the end of the cruise ship conversation, and it should be in the report and will be in the report in its final version. That is not a recommendation of the report because the full Committee discussed it, and then came up with the recommendations that you see among the five subcommittees in the report. Is that clear? I just wanted to clarify that."

Mayor Riley said, "The Plan is the recommendations, which were unanimous of the Tourism Management Plan Committee, which did not include all of the appendices or subcommittee reports. Thank you, everybody."

First of all, I would urge my colleagues to support Councilmember Moody's motion, respectfully, without amendments. The Plan does not have anything injurious in it to the carriage industry. We will continue to regulate it, but it's not recommending eliminating any component of it unless I'm wrong. The Plan does not contain the appendices. What is in Councilmember Moody's motion does not include the Planning Commission Report, which did address the issue of the cruise industry and studying another location. What is in the report as it relates to cruise ships, I think it was unanimously adopted, and there's no need to take that out as we continue the dialogue on shore power. That's been continued. City Council passed a resolution on that before. I'm not saying that it is an answer, but continue the dialogue. It does not harm that. It says 'explore the ways to coordinate the Bridge Run and the cruise ships,' and

that's going to be done. That's very good. It says 'evaluate the possibility of remote passenger parking'. That no doubt will be looked at, but certainly there's no apparent reason or feasible solution for that. That is really addressed by the new terminal location. Then, it says 'endorse and document the resolution City Council approved on the 104 limit'. We're just reaffirming what City Council has already adopted. Then, 'study the possibility of defraying the costs.' You've heard Jim Newsome say that we can study that, but all the costs of the cruise operation are paid by the State Ports Authority and the cruise industry. Every police officer that you see out there directing traffic is being paid for, so we don't have any costs. I think that what is in the report is not injurious or inconsistent with anything that City Council has done.

I believe this Plan is very important. As in Councilmember Moody's motion, the appropriations or new ordinances and regulations will come back to City Council. Obviously, as part of the Plan, it's with the presence of the Tourism Commission, as well. This is their plan as it is City government's Plan, but the Plan, just like the Century V Plan, doesn't rezone any property or anything. If you're going to rezone or zone property or pass zoning regulations, that comes before City Council. So, it is the same with this Tourism Management Plan update. It's the fifth update. It's the Plan from which City Council will consider ordinances, regulations, investments, appropriations and personnel or capital resources as the time may dictate.

Concerning the matter of the cruise ships, respectfully, there's a formal agreement between the State Ports Authority and the City of Charleston, no more than an average of two a week. There's never been any suggestion or inkling from the State Ports Authority that they would ever want to try to change that, and no suggestion or inkling from City Council that they would want to change that, and as Mr. Newsome said, there is no business basis that would be. Venice, with all due respect, is in the Aegean Sea, which has all of those Greek cruise lines. No one says 'we're going to go to New York; let's go to Charleston and take a cruise ship to New York,' or 'we're going to go to Miami; let's come to Charleston and take a cruise ship to Miami.' It's very different. We are substantially an embark/debark location, which is a wonderful thing because it gives people who live in a metropolitan area and people in South Carolina, two-thirds of the people who take the cruise ships come from the Carolinas, it allows people relatively near where they live, to have the joy of casting their cares away and getting on a cruise ship, having their needs attended to, and relax and go to the places that they go to. We have few port of call ships, and that's not going to change, but it would be up to City Council and the State Ports Authority if that were to ever be changed.

As to the location of the site, there is no other location than Union Pier, and Union Pier has always been in the Maritime Industry. Not terribly long ago, it's where the banana boats were, and a long line of refrigerator trucks waiting to unload the bananas from the ships. Before that or after that, it was the roll on/roll off of the BMWs and other vehicles and all kinds of Maritime Commerce. Union Pier has always been a port facility. So, what is going to happen is, the northern end of Union Pier is a port facility for cruise ships. For more docile activity than the banana boat operation or a host of other things, other roll on/roll off of ships and going up into the back of those extremely large vessels. So, the northern end of Union Pier is the only location. To study Columbus Street is a colossal waste of time. That is where the BMWs leave from. That is what Volvo will use. You've got both Norfolk Southern and CSX operating railcars there. That is among the most valuable acreage in South Carolina for economic development. It is a state-of-the-art, roll on/roll off terminal facility in the southeast of the United States of America. Any thought of converting part of that, part of the BMW engine of South Carolina to cruise ships, is utter folly. It can't happen. It's ridiculous to look at it. It's a colossal waste of time.

The reason there is traffic now when a cruise ship comes is because those who brought the lawsuits have kept the terminal from being moved to the northern end of Union Pier. The traffic is caused because Washington Street has to be closed because there is no adjacent parking to the cruise terminal, and people get out, and cars park in the warehouse across the street from Washington Street, and they have to walk back and forth. That's the traffic. That's the hassle if you go to Harris Teeter. It's because the State Ports Authority has not been allowed to build the new terminal facility. When the new terminal facility is built, first of all, Washington Street will never close. Secondly, Concord Street is now reopened and runs all the way north/south from Vendue Range to Charlotte Street. That takes traffic off of East Bay Street. That takes traffic off of Washington Street. If you want to shop at Harris Teeter, you will not know when a cruise ship is in Charleston at the new location. It addresses the issue of traffic. There is plenty of parking there. Maybe after the southern part of Union Pier is redeveloped, which probably will take 15 to 20 years in development, that's as incremental and slow as it should be. If ever the demand for where the beautifully landscaped parking is for the new terminal 20 years from now, then either deck parking with buildings around it or remote parking could be considered, but the parking is there. What is tying up the traffic is not because of all the cars right there on Washington Street at one time. They come in off of Concord Street, again because there is no place to park, and they have to go across and block the street. That will all go away as soon as the lawsuits are concluded, and the new cruise terminal is built. It will work perfectly.

I commend the hard work of the Tourism Management Advisory Committee to you in the form that was adopted unanimously by the 27 members with Councilmember Moody's motion and amendment that the action of this comes back to City Council, funding, ordinances, regulations, and I would hope that we not amend the Plan and hopefully adopt it unanimously."

Mayor Riley announced the order of speakers as Councilmember Mitchell followed by Councilmember Alexander.

Mayor Riley said, "Yes, sir."

Councilmember Mitchell said, "In lieu of there not going to be any regulations in so far as the carriage companies are concerned, I will withdraw my motion, and I'll wait until it comes back."

Mayor Riley said, "The only regulations on carriages would be if City Council adopted something after this. Is that right, Tim?"

Mr. Keane confirmed.

Mayor Riley said, "Yes, sir."

Councilmember Mitchell said, "I'll deal with that when it comes back."

Mayor Riley said, "Thank you, sir. It's late, but I told some colleagues in talking about the carriages, when we first started regulating carriages, there was some debate about whether to have carriages at all. I'm sure it was Betty Hamilton, who came to this meeting, and she read something that her mother, the famous artist, Elizabeth O'Neil Verner, had written. She said that she loved the carriages in Charleston because the sounds of the horses' hoofs and the movement of the carriages reduced the pace of Charleston and made it softer. That will be before the province of City Council for any further regulations. If additional routes are

developed, City Council approves that as it did before. With that, we have Councilmember Moody's motion before us."

Mayor Riley recognized Councilmember Alexander.

Councilmember Alexander said, "Thank you, Mr. Mayor. I want to echo many statements in thanking the Advisory Committee. I wanted to thank you, particularly, for the clarity that you bring to issues. I want to thank Councilmember Seekings for his observations. It's interesting, at 8:00 this morning I was at a Committee meeting with the Old Town Charlestowne District Task Force. The biggest issue there was mobility. Mobility is not a problem for just the Peninsula, or just West Ashley, or just Mount Pleasant. It is a regional issue that we are failing to address. I want to congratulate Councilmember Williams for his astute observation. We study, we contest. We study, we contest. We delay to the point where it exacerbates what we're experiencing. It's self-fulfilling. If we don't get off the dime, if we don't build I-526, if we don't start looking at public transportation, if we don't start looking at light rail, and if we don't start looking at bicycle paths and offering alternative forms of moving around this City, folks, it's going to be like a study that we studied in a sociology class at the College of Charleston. You cram so many people in a small space, and they can't move, they'll begin to consume each other. Unfortunately, I think we're getting very close to that. So, let's get off the dime. I'll support this. Thank the Tourism Advisory folks for all the work that they've done. Folks, let's get moving. Let's make this a better City. We have a plan. Let's get it done."

Mayor Riley said, "Thank you, sir. Is there any further discussion?"

Councilmember Seekings said, "Very briefly, please. Very briefly. I don't want to waste everyone's time."

Mayor Riley said, "Yes, sir."

Councilmember Seekings said, "I'm going to vote for this Plan. I still think we should add that addendum to it. I know everyone around this table doesn't have the stomach for it, but not to the detriment of this entire Committee. This Plan needs to go forward. I still think we should study everything they told us to. We're going to add that page, and again, congratulations to the Committee. We have a lot of work to do. I don't want my 'yes' vote to mean I gave up on what I think is important which is to include everything, but it's important to get this thing going as a community and get it on."

Mayor Riley asked, "Is there any further discussion? Yes, sir."

Mayor Riley recognized Councilmember Lewis.

Councilmember Lewis said, "Just for clarification, please read the motion that is coming on the floor from Councilmember Moody."

The Clerk said, "Councilmember Moody's motion was the adoption of the Plan as submitted, without the Planning Commission's recommendation."

Mayor Riley asked, "Is there any further discussion? Yes, sir."

Mayor Riley recognized Councilmember Waring.

Councilmember Waring said, "I know we're going to vote any second here, but if this prevails, I would hope that we recognize the people who served on this Committee with applause. Obviously, if it doesn't pass, we won't do that."

There was laughter in the Chamber.

Councilmember Waring said, "One thing that hasn't been said is about the diversity that was on that Committee, both from an ethnic standpoint and from an economic standpoint, from male to female. It was just outstanding. I've said it previously in other meetings. As we go about reinvigorating West Ashley, I would hope we could put together a similar process. This was just simply outstanding. There were differences, but in the opening prayer, I prayed that if we differ, we do it in an atmosphere of respect. My credit to Mrs. Robinson. She conducted an environment that would be a standard bearer, quite frankly. My congratulations to you, and all who were there will bear witness to that. I agree. Let's get it on."

Mayor Riley asked, "Is there any further discussion?"

On a motion of Councilmember Moody, seconded by Councilmember Waring, City Council voted to give first reading to the following bill:

An ordinance to amend the City of Charleston Tourism Management Plan by adding thereto the 2015 Plan Update and to incorporate said update into the Century V Comprehensive Plan.

Mayor Riley said, "Councilmember Gregorie is out of town. He had a prior commitment and wanted the record to reflect that explains his absence."

There was a round of applause in the Chamber for the members of the Tourism Advisory Committee.

Councilmember Waring said, "Thank you."

Mayor Riley said, "Thank you. Now, we will proceed with approval of the City Council minutes."

On a motion of Councilmember Mitchell, seconded by Councilmember White, City Council voted to approve the minutes of the April 28, 2015 City Council meeting.

Mayor Riley said, "We're going to take about a three-minute recess, so people can just step outside for a minute."

City Council recessed at 7:45 p.m.

City Council reconvened at 7:50 p.m.

Mayor Riley said, "Thank you all for persisting, and we now have the Citizens Participation Period, which is an opportunity for citizens to address our City on any matter they like. How many people would like to be heard? We ask everybody to keep their remarks within two minutes. Just give your name and address and come on up. Reverend."

Reverend Heyward said "Mr. Mayor, before my clock begins, we'd like to just ask for two of us speak for the many hands. All of the Justice of Ministry folks please stand. A lot have already left because a number of them have to serve. Just two of us will speak."

Mayor Riley said, "Then two of you speak."

Reverend Heyward said, "Can we speak five minutes each?"

Mayor Riley said, "You may speak five minutes each. That will be okay. Good."

Reverend Heyward said, "Reverend Charles Heyward, St. James Presbyterian Church, 538 Clearview Drive. Mr. Mayor and Council, first I want to say that, concerning the unemployment and the policy that you're discussing, we want this Council to know that for those who are unemployed, this is not a 'good feeling' policy, nor is it a social policy. It is a policy of good business practice concerning taxpayers and those who are unemployed. As we listened to the earlier discussion, we certainly want Council to know that within our group are businessmen and women who have construction businesses and who work in construction. This is the most educated group of people who have studied this matter. So, we know the information that we bring to you this evening. The fact is that many of our young adults are unemployed, up to about 25 percent, we understand, on average. There are many different ways in which this unemployment problem has been approached across the Country, and that is to approve targeted hiring policies that open up jobs for the disadvantaged. Now, some of those policies around the Country have been successful on any number of levels. We know that the City of Atlanta boasts a 50 percent requirement of its contractors. Are we asking for 50 percent? Obviously not, but a 50 percent rate would certainly say to this group what the possibilities are if we are being creative and working together.

Let's be clear that this is not about creating unnecessary jobs. It is not about new jobs on projects, but rather to utilize the jobs and the projects that we already have here in this City. This proposed resolution has come before you. We see it as a win-win-win, a win for the City, a win for City contractors, and a win for the unemployed. When we say unemployed, we are not talking about those who are not looking for jobs. We are not talking about those who should be looking for a job. We're talking about those who are actually looking for a job. This is a pro-business vision. Every contract is going to have some potential men and women who can do that entry-level work. So, this policy is to address the opportunity of unemployed individuals being given an opportunity to build their skills, so that those skills can build a résumé that will lead to further lifetime employment. So, that's what this resolution that this Council has been talking about is all about. It should provide jobs for the chronically unemployed, and I quote, 'who are looking for a job.' Imagine with us, City contractors, all of them, being able to employ from a list of persons skilled, so a list of persons trained, a list of persons being trained, and willing to be trained, a list of unemployed workers from South Carolina Works, those meeting all of the necessary requirements in the first place to be on the South Carolina Works database.

Here's what we know. We know that because a person doesn't have a GED or a high school diploma does not mean that they don't want to work. People are willing to work three weeks, three months, and so, we don't think this policy has to do with quote 'creating long-term' employment hired full-time, but rather give people a start, so they can build that résumé. We're hopeful, certainly, that many of these will be young adults. This policy should have a great impact, and if it's going to have a great impact, it must be inclusive of a lot of the City's contracts. We want to encourage a policy that will impact many, many lives. Finally, in closing, we ask that the resolution be amended. We don't see a threshold, but certainly that threshold

should be greatly reduced. This policy should be about actual jobs that are in an actual contract that is being let rather than on the dollar amount. We support the referral of the business to further study.”

Mayor Riley said, “Thank you, sir. Yes, ma’am.”

2. Suzanne Hardie said, “Hello. I’m Suzanne Hardie, and I live at 32 Prioleau Street downtown, and I’m speaking on behalf of the Charleston Area Justice Ministry on the City Procurement Policy. First, I want to thank the Mayor and also Theron Snype, who I think is not here anymore, for their leadership for bringing the proposed policy to this point. Mayor Riley, thank you. You have really listened to understand what’s really happening in the lives of our people, and you’ve engaged, respectfully, in us to listen to our concerns and suggestions, so thank you.”

Mayor Riley said, “Thank you.”

Ms. Hardie continued, “The City Procurement Policy aims to provide job opportunities to our unemployed, particularly those without specific job skills. Many of these are young 18 to 26 year olds. Some are veterans, and they cannot get that first job, which paves the way for future jobs and career opportunities. The economy is booming for many, yet unemployment among these younger people is 25 percent and an astounding 39 percent for African-Americans. So, while the proposed hiring policy is an important step forward, it falls short of what is needed. For taxpayer-funded construction projects, as you’ve heard, the proposed policy only applies to contracts over \$3,000,000. We’ve been told that there are no projects over \$3,000,000 slated for the rest of 2015. Now, we would be sorely disappointed if the City of Charleston enacted a policy that does not apply to any specific projects in this year and if it didn’t actually create substantial opportunity for employment. We, our community, is asking why limit entry-level positions available to local unemployed to only the largest and fewest of the publicly-funded projects that the City takes on? There might be some confusion about what these jobs are and how they will impact the costs and the quality of work, especially for the lower-cost construction projects. We’ve heard it described as a burden to contractors, but I want to dispel and clarify those erroneous characterizations. Regardless of the project’s total costs, this policy applies only to entry-level positions, basic positions with little to no skill required. Some projects have many. Some have very few entry-level positions. We are not asking that more positions be created, or that unskilled workers be substituted for skilled workers, just that a project’s requisite number of entry-level jobs be offered to and filled by local, currently unemployed, potential workers that have been identified and have passed screening and the basic skills testing by SC Works, who is an enthusiastic partner, by the way, with the City on this project.

A couple of Councilmembers asked about incentives. SC Works not only facilitates the finding of the right employees for these jobs, but they will pay half the salary of a person to be trained on the job until that training is complete. Now, there are incentives for the business community. The benefits of this amended hiring policy to our City, in particular our employed workers, can be life-altering. For a City, we groom a more better-prepared workforce, a stronger local economy with more people employed, not idle, and positively contributing. For our hired workers, they have the opportunity to build skills and build a résumé that can propel them towards lifelong improvement. In conclusion, we want this policy to employ and positively impact many unemployed people, not just a few. We want the policy to be the best example to other Mayors in Charleston County and to even serve as a powerful example around the State. We ask that you strengthen the resolution before it is formally adopted, specifically to lower the threshold for qualifying construction projects from \$3,000,000 to \$1,000,000 or less. We have

postcards that we're shortly going to bring up from over 1,500 people in our community asking you to adopt this change. Many of you have also heard from us by e-mail, and you'll continue to hear more from us.

There were comments that came up about what the business community thinks of this proposal. We're asking, 'who does the Council work for?' Just the business community? We have 27 congregations of the Charleston Area Justice Ministry that represent over 20,000 people. We are workers, we are business owners, and we are unemployed individuals. Please don't assume that the business community has been left out of this discussion. So, a 'yes' vote for the amended policy is a vote for our unemployed, who really want to work, a vote for our young people, and a vote for our veterans, many, many of our citizens who need your support. Thank you."

Mayor Riley said, "Thank you. Would all who came with Ms. Hardie and Reverend Heyward, Charleston Justice Ministry, stand, so that you can be recognized? Thank you, and thank you for coming and for your interest. Aren't you nice? Thank you very much."

Reverend Heyward said, "We would like these on the record of City Council."

Reverend Heyward presented Mayor Riley and the Clerk with the signed postcards.

Councilmember Williams was excused from the meeting at 8:01 p.m.

Mayor Riley asked, "Did anyone else want to speak during the Citizens Participation Period? Yes, sir. We'll ask everybody to try to keep their remarks to two minutes. Yes, sir."

3. Kent Bosworth said, "Mayor Riley, thank you for your magnificent service."

Mayor Riley said, "Yes, sir. Thank you for coming."

Mr. Bosworth continued, "Good evening, Councilmembers. My name is Kent Bosworth. I'm here for the Harbor Creek Homeowners Association, its Board, and for neighbors who live along Harbor View Road and in communities that surround ours, our own. We have a positive proposal for your consideration, and perhaps many, if not all of you, received it earlier this week. We would like to acquire property that has been for sale for some time on Harbor View Road, east of the James Island Expressway, immediately east, and the off-ramp, and turn it into a passive park. We have a consortium of homeowners, citizens, and people who live near Harbor View, who would like to fund this with the help of this City, the Town of James Island, and the County. We have a fair amount of momentum going to do this. We're asking that you assist us with this as the only gateway that isn't fully developed onto James Island that is a welcoming place for visitors, that can be a recreation destination for cyclists, and, most of all, is a buffer from the noise and the site of the James Island Expressway, and the ever-increasing traffic that we're seeing on Harbor View Road, which the improvements that have been made now cannot come close to solving. Thank you for your consideration."

Mayor Riley said, "Thank you, and thank you for the idea. Councilmember Wilson has mentioned that to us. Thank you, sir. Yes, ma'am."

4. Susan Miliken said, "If I may, Mayor Riley, this is the proposal. Here's a copy. I believe it's been mailed to you. My name is Susan Miliken. I live on James Island. I live further out on the Harbor View Road corridor in Lawton Bluff. We're so appreciative to Councilmember

Wilson for all of her ideas and help with this. Councilmember Wilson usually has to deal with all of us and all of the different things we oppose. We oppose rezonings, and we oppose many different development plans for James Island, as I know you know, Mayor Riley. We started a group called 'Save Harbor View Road,' and we advocated strongly to curb back the Harbor View Road Improvement Project, and I wanted to thank you this evening for your neutrality throughout that process. You sort of remained very quiet and let the process go through, and we were able to save many feet of green space and trees in the project that will happen. We're very supportive of what the Harbor Creek Town Home HOA has put together. There are three properties on Harbor View Road. They are right east of the Connector. One is on the corner. There is a small business food staff there. Another is adjacent to that. They are in the City of Charleston. They are on the market currently. One is 2.77 acres. One is 2.6 acres. One is 2 acres. One sort of looks like an island near Point Verona. Councilmembers, tonight on your agenda, you have an item about Point Verona, which is an amendment to the Master Plan for the PUD there. I think there are some revisions and some setbacks, which we're not here to oppose, but we would love to see this land preserved as a passive park for James Island. It's sort of a gateway to James Island, whatever help you could give us. The Plum Island Water Treatment Plant is right there. They're expanding. I had a great conversation with Councilmember Riegel. Mayor Riley, I know you also sit on that Commission. Perhaps Charleston Water Systems could help us in preserving that. Thank you so much, but we appreciate all of your support and help."

Mayor Riley said, "Yes, ma'am. Thank you. Yes, ma'am."

5. Katie Zimmerman said, "Hello, I'm back. I'm Katie Zimmerman, Director of Air, Water, and Public Health Program at the Conservation League, and I want to speak in support of this idea from Kent, Susan, and so many others on James Island. As you know, as Susan mentioned, there's often a lot of worrying on James Island. This is a really positive project, one to be excited about. The Conservation League, Historic Charleston, and other groups held a Mayoral forum in February, and some of you were there, which was great. This was actually one of, not specifically this, but sort of amorously, the ideas proposed for the Mayoral candidates to think about as an idea and a way to really sort of continue that vision of including folks who live off of the Peninsula because they obviously matter, too. It was one that I know Councilmember Wilson was excited about and interested in and has really got behind, not even behind really, but helping to push it. This is something that I'm very personally very excited about. The League wants to help any way possible, and I hope you all will get involved and support it, as well. Thank you."

Mayor Riley said, "Thank you, ma'am. Yes, sir."

6. Randall Goldman said, "I just wanted to say thank you to all of you. We live in such a blessed community, and I just wanted to go on record. My name is Randall Goldman. I live at 15 Wraggborough. The very reason I went into the Service was to allow people, some of those who have come before us tonight, to say things that they have to say. It is such an honor to be in a Country where we have the freedom to stand before our elected officials and say what we do, regardless of our position. I was just very moved earlier when I heard someone stepping up, and they were very aggressive. I'm so incredibly proud to live in this Country and serve this community. Thank you very much. The things we need to do moving forward are mobility and affordable housing. At the end of the day, all of this development, us as private investors coming into the community, we are only going to invest if we have the resources available, to get our workers to our companies to work. Thank you. As you move forward, please keep

considering mobility and transportation high on your agenda, as well as affordable housing, so we can get our workforce to and from the opportunities that we offer. Thank you, Mayor."

Mayor Riley said, "Thank you, sir. Yes, sir."

7. Matt Doscotch said, "Hi, I apologize for speaking out of turn earlier. I wasn't quite clear."

Mayor Riley said, "That's alright. We listened to you, so you don't have to repeat any of it."

There was laughter in the Chamber.

Mr. Doscotch continued, "I only have a little bit left, so it actually worked out great."

Mayor Riley said, "You can finish up, but we were paying attention."

Mr. Doscotch said, "Thanks. So, just to follow-up, I've been working with my neighborhood association in North Central, and we've seen a large amount of support, and I'm looking forward to an upcoming Executive Board meeting. I know Cannonborough/Elliottborough, have gone through this issue and worked some things out through zoning and codifying whatever for them. I'd like to see a Citywide solution. It seems like it's a very large thing that could help a large amount of people here, and I think some of the concerns, as I was saying before, that I've heard from people are fairly easy to deal with as far as parking and nuisance, obviously. Preserving the rental market for residents, this is a big issue that cities have dealt with. I think in my research, looking at other places that have kind of put legislation on the books already, some of the most common sense to me was what San Jose, California has done. They said if you live in your house, if it's your primary residence, you can do it 365 days a year, if you have a couple of bedrooms that you want to rent out to earn some extra income. If it's a second home or a vacation home, you can do it 180 days a year. This prevents investors with multiple properties from coming in and turning them all into short-term rentals, so then the housing market disappears, and it gets a little messier. Then, they said 'in two years, we'll come back and see how it's all working'. Thank you."

Mayor Riley said, "Thank you. That concludes our Citizens Participation Period. Yes, ma'am."

Councilmember Wilson said, "I just want to say one thing. I did not know that Mr. Bosworth was coming this evening, and there was going to be some discussion of this, but I need to take a moment to thank him. This whole idea of a park on James Island, I think we'll hear more about this. I need to talk to you about some very, very good ideas that perhaps we can implement. I think making this a reality would be a huge benefit to James Island. Kent, thank you. He put together a beautiful proposal. I put the word out that I was going to be out of town and not just out of town, but out of cell phone range and out of civilization range. So, I couldn't get too involved last week, but he jumped right in and has created a really beautiful proposal that we need to take a serious look at. We need to look at various funding sources. I'll be calling your office in the morning."

Mayor Riley said, "Good deal. Thank you, ma'am."

Councilmember Wilson said, "Thank you very, very much."

Mayor Riley said, "Thank all of you for coming, and thanks for the great idea. We are moving briskly through the first page of our agenda here."

There was laughter in the Chamber.

Mayor Riley continued, "We have Petitions and Communications, a Code Enforcement Officer appointment."

Councilmember Lewis said, "Quick question, Mr. Mayor. Is the Chief here?"

Mayor Riley recognized Councilmember Lewis.

Councilmember Lewis said, "Will this inspector be working directly under you or be working with Dan Riccio?"

Chief Karen Brack said, "This is an inspector that works in the Fire Marshal's Office."

Councilmember Lewis said, "He'll just be working the Fire Marshal's Office?"

Chief Brack said, "Yes, sir."

Councilmember Lewis said, "Thank you. I just wanted to know because we have so many Code Enforcement Officers. Half of the time, I'm not sure of what they're doing, so I just want to know."

Chief Brack said, "No, sir. He works for the Fire Marshal. This is actually a return employee that has actually come back to us, so he'll be hitting the streets soon."

Councilmember Lewis said, "Thank you."

Chief Brack said, "Thank you, sir."

On a motion of Councilmember Seekings, seconded by Councilmember Alexander, City Council voted unanimously to approve the appointment of Brandon Shaw to be a Code Enforcement Officer.

---INSERT APPOINTMENT MEMO---

Mayor Riley said, "Committee on Traffic and Transportation, Mr. Chairman."

Councilmember Moody, Chair of the Committee on Traffic and Transportation, said, "We had one taxi and one limo application. We move for approval of those two licenses, and the other three items will be part of the Ways and Means Report and will be done there, so move for approval of those two items."

On a motion of Councilmember White, seconded by Councilmember Seekings, City Council voted unanimously to adopt item 'a' of the Committee on Traffic and Transportation Report.

---INSERT TRAFFIC AND TRANSPORTATION REPORT---

(Application for Original Certificate of Public Convenience and Necessity for Taxi Cab/Limousine:

- Black Cab Transportation, LLP (Taxi)
- R&E Car Service, LLC (Limo)

Mayor Riley said, "Committee on Ways and Means."

Councilmember Seekings said, "Mr. Chairman, let's separate the vote, please, on the procurement amendment."

The Clerk said, "He wants to separate Item 4 that deals with the procurement item out of the Ways and Means agenda."

Mayor Riley said, "So, everything but the procurement item on the Ways and Means Committee Report, which actually wasn't in the Committee on Ways and Means Report, right?"

The Clerk said, "It was deferred."

Mayor Riley said, "That was deferred."

Councilmember Lewis said, "I certainly hope that this Council would look at it and think about it. I was at that meeting, and there were about 2,000 people at that Charleston Justice Ministry meeting, and they are very good. They are trying to do things to help people in Charleston, especially the working poor. They worked with the School District to get some things done to try to help make the schools better. There are a lot of issues that they're working on. They are a very, very good group that is working for the betterment of the citizens, not only in the City, but also Charleston County. I would encourage you to look it up and see what this group does because I think they're doing a very good job around Charleston County. Thank you."

Councilmember Mitchell said, "Yes, sir. I concur with that, too, Mr. Mayor, because I went to that meeting also, and like he said, there were over 2,000 people there. If you look at different churches that are involved in this Charleston Justice Ministry, there are a whole lot of churches from the Unitarian Church downtown all the way up to North Charleston. So, a lot of the churches are involved in this Charleston Justice Ministry, and they are very adamant about what they are doing. They also contacted the County, and the County has also committed to do something at the meeting already. They had them on this Board up there. We need to look at this very seriously about this particular Procurement Policy they're asking for."

Councilmember Seekings said, "I just wanted to make sure that those who of us who voted 'no' for deferring it and wanted to vote on it tonight. I just think we should adopt, and I want to make sure that I'm on record that deferring it was a bad idea."

The Clerk said, "Yes, we will do that."

Councilmember Seekings said, "Thank you."

The Clerk said, "He's asking that the members of Council who did not vote to defer are indicated in the report."

Councilmember Seekings said, "In the minutes of City Council."

The Clerk said, "Yes, I will."

Councilmember Waring said, "Mr. Mayor, I think the key thing moving forward is we're still going to work on this going forward."

Mayor Riley said, "Yes, sir."

Councilmember Waring said, "Even during the deferral period."

Mayor Riley said, "We'll get back to you. I'm not going to give up on it because I think it's very important and would be beneficial to those whom are employed, good for the economy, as well, and good for the City."

Councilmember Riegel said that he made the motion to defer, and he stands by it, but he felt he received conflicting information. He asked that his additional remarks be removed from the record.

Mayor Riley said, "Adelaide, if you'll help me remember. I don't if Theron is still here, but we'll get with the Chamber (of Commerce) and do some research and get back to you all about the business community part in this. We can't talk to every member of the business community, but we'll get some input and come back to you."

On a motion of Councilmember Alexander, seconded by Councilmember Mitchell, City Council voted to adopt the report of the Committee on Ways and Means.

---INSERT WAYS AND MEANS REPORT---

(Bids and Purchases

(Resolution to amend Paragraphs C and F of the Procurement Policy of the City of Charleston to establish a good-faith goal to provide entry-level job opportunities for unemployed individuals by contractors, not bidders, of certain City contracts. **(DEFERRED)** (The vote was not unanimous. Councilmembers Lewis, Waring, Seekings, and Mayor Riley voted nay to deferring the Resolution to amend Paragraphs C and F of the Procurement Policy of the City of Charleston to establish a good-faith goal to provide entry-level job opportunities for unemployed individuals by contractors, not bidders, of certain City contracts. Councilmember Mitchell was absent during this portion of the Ways and Means meeting and did not vote on this item.)

(Police Department: Approval to submit the FY15 FEMA Port Security Grant Program application in the amount of \$95,831 for the Dive Response Team and Explosive Devices Team equipment and training. A City match of \$23,958 is required. The match will be budgeted in 2016.

(Fire Department: Approval to submit a grant application to FEMA in the amount of \$462,000 to purchase equipment to protect the Port of Charleston. If the grant is awarded, the City required match in the amount of \$115,500 will be budgeted in 2016.

(Housing and Community Development: Mayor and City Council approval is requested to award a grant in the amount of \$50,000 from the TD Charitable

Foundation grant to P.A.S.T.O.R.S., Inc. and St. Luke Reformed Episcopal Church for the rehabilitation of four apartments, totaling six bedrooms located at 60 Nassau Street. The apartments will be rented to persons earning sixty percent (60%) or below the Area Median Income. The Apartments are located in two buildings on the site. The TD Charitable Foundation awarded the City of Charleston \$100,000 to assist with the rehabilitation of rental homes for low and moderate income persons.

(Office of Cultural Affairs: Approval to accept a grant award in the amount of \$1,000 from AgSouth Farm Credit to design and print rack cards to promote our local Farmers Market.

(Parks-Capital Projects: Approval of Change Order #3 to the Construction Contract with Wildwood Contractors, LLC, in the amount of \$219,825.68, includes Change Directive #3 for lining of the stormwater main on Rutledge Avenue and point repair of the stormwater main on Ashley Avenue due to existing damage of pipes. Price includes existing traffic control, overhead and profit as allowed per the contract. This approval will result in a budget transfer of \$219,825.68 to the Wildwood Construction Contract from the Drainage Fund. The total project budget will increase by \$219,825.68. The contract time will increase by 14 days. The approval of Change Order #3 will result in a \$219,825.68 increase to the Wildwood Contractors, Inc. Construction Contract. The funding sources for this project are: 1997 GO Bond, Charleston Park Conservancy, Municipal Accommodations, Hospitality Fund, and Drainage Fund.

(Approval of 2015 Vendor Spaces

(Approval of 2015 Bid Specifications for Vendor Spaces

(Approval of 2015 Franchise Agreement for Vendor Spaces

(Request approval of the Mayor to execute the attached lease agreement between the City of Charleston and the Medical University of South Carolina, for the parking lot located at Fishburne Street (between Hagood and Horizon Streets) Charleston, SC, 29403 [Fishburne Street Parking Lot (Hagood Lot)]

(Consider the following annexations:

-- 239 Nelliefield Creek Drive (TMS# 269-01-04-045) 0.20 acre, Cainhoy

(District 1)

-- 139 Nelliefield Creek Drive (TMS# 269-01-04-111) 67.72 acres, Cainhoy
(District 1)

-- 252 Nelliefield Creek Drive (TMS# 269-01-04-115) 0.62 acre, Cainhoy
(District 1)

-- 198 Nelliefield Creek Drive (TMS# 269-01-04-112) 0.962 acre, Cainhoy
(District 1)

-- 459 Nelliefield Trail (TMS# 269-01-05-198) 0.113 acre, Cainhoy (District 1)

-- Property known as Nelliefield Trail (TMS# 269-01-04-117) 3.026 acre, Cainhoy
(District 1)

-- Property known as Indigo Marsh Circle (TMS# 269-01-04-116) 6.58 acres,
Cainhoy (District 1)

(Executive Session

First reading was given to the following bills:

An ordinance to provide for the annexation of property known as 239 Nelliefield Creek Drive (0.20 acre) (TMS# 269-01-04-045), Cainhoy, Berkeley County, to the City of Charleston, shown within the area annexed upon a map attached hereto and make it part of District 1.

An ordinance to provide for the annexation of property known as 139 Nelliefield Creek Drive (67.72 acres) (TMS# 269-01-04-111), Cainhoy, Berkeley County, to the City of Charleston, shown within the area annexed upon a map attached hereto and make it part of District 1.

An ordinance to provide for the annexation of property known as 252 Nelliefield Creek Drive (0.62 acre) (TMS# 269-01-04-115), Cainhoy, Berkeley County, to the City of Charleston, shown within the area annexed upon a map attached hereto and make it part of District 1.

An ordinance to provide for the annexation of property known as 198 Nelliefield Creek Drive (0.962 acre) (TMS# 269-01-04-112), Cainhoy, Berkeley County, to the City of Charleston, shown within the area annexed upon a map attached hereto and make it part of District 1.

An ordinance to provide for the annexation of property known as 459 Nelliefield Trail (0.113 acre) (TMS# 269-01-05-198), Cainhoy, Berkeley County, to the City of Charleston, shown within the area annexed upon a map attached hereto and make it part of District 1.

An ordinance to provide for the annexation of property known as Nelliefield Trail (3.026 acres) (TMS# 269-01-04-117), Cainhoy, Berkeley County, to the City of Charleston, shown within the area annexed upon a map attached hereto and make it part of District 1.

An ordinance to provide for the annexation of property known as Indigo Marsh Circle (6.58 acres) (TMS# 269-01-04-116), Cainhoy, Berkeley County, to the City of Charleston, shown within the area annexed upon a map attached hereto and make it part of District 1.

Mayor Riley said, "The question then as we proceed briskly through this agenda."

The Clerk said, "We have second readings."

Mayor Riley said, "Bills up for second reading. What do we have, Madam Clerk?"

The Clerk said, "We have items K-1 through K-8, but I would like to make a statement about Item K-4. You have an amended copy of the ordinance on your desk, and the only reason it's amended is on the first reading, the sale price was indicated as \$198,457. It's really \$195,487, and so this is the corrected number that you'll be ratifying."

Mayor Riley said, "Thank you, ma'am. Thank you very much."

Councilmember Mitchell said, "I make a motion that we take K-1 through K-8 with the modified version of Item K-4."

Councilmember Lewis said, "Second."

Mayor Riley said, "The motion is made and seconded. Is there any discussion?"

No one asked to be heard.

On a motion of Councilmember Mitchell, eight (8) bills (Items K-1 through K-8) received second reading. They passed second reading on motion of Councilmember Lewis and third reading on motion of Councilmember Mitchell. On further motion of Councilmember Lewis, the rules were suspended and the bills were immediately ratified as:

- 2015-043** AN ORDINANCE TO AMEND THE ZONING ORDINANCE OF THE CITY OF CHARLESTON BY CHANGING THE ZONE MAP, WHICH IS A PART THEREOF, SO THAT 306 HICKORY STREET (ASHLEY FOREST - WEST ASHLEY) (0.14 ACRE) (TMS #418-13-00-112) (COUNCIL DISTRICT 3), ANNEXED INTO THE CITY OF CHARLESTON FEBRUARY 24, 2015 (#2015-015), BE ZONED SINGLE-FAMILY RESIDENTIAL (SR-2) CLASSIFICATION.
- 2015-044** AN ORDINANCE TO AMEND THE ZONING ORDINANCE OF THE CITY OF CHARLESTON BY CHANGING THE ZONE MAP, WHICH IS A PART THEREOF, SO THAT 1618 JESSAMINE ROAD (PINECREST GARDENS - WEST ASHLEY) (0.22 ACRE) (TMS #351-12-00-088) (COUNCIL DISTRICT 9), ANNEXED INTO THE CITY OF CHARLESTON MARCH 24, 2015 (#2015-025), BE ZONED SINGLE AND TWO-FAMILY RESIDENTIAL (STR) CLASSIFICATION.
- 2015-045** AN ORDINANCE TO AMEND THE ZONING ORDINANCE OF THE CITY OF CHARLESTON BY CHANGING THE ZONE MAP, WHICH IS A PART THEREOF, SO THAT PROPERTY LOCATED ON ASHLEY RIVER ROAD (WEST ASHLEY) (4.02 ACRES) (TMS #355-16-00-019) (COUNCIL DISTRICT 2), ANNEXED INTO THE CITY OF CHARLESTON MARCH 24, 2015 (#2015-026), BE ZONED BUSINESS PARK (BP) CLASSIFICATION.
- 2015-046** AN ORDINANCE AUTHORIZING THE MAYOR TO EXECUTE THE NECESSARY DOCUMENTS TO ENTER INTO THAT CERTAIN AGREEMENT OF PURCHASE AND SALE BETWEEN THE CITY OF CHARLESTON AND SEAN LUCAS FOR THE SALE OF 1915 DOSCHER AVENUE IN THE CITY AND COUNTY OF CHARLESTON, STATE OF SOUTH CAROLINA, BEARING TMS #464-01-00-049 FOR THE SUM OF \$195,487.00, AND TO EXECUTE ANY ADDITIONAL DOCUMENTS AS NECESSARY TO CONSUMMATE THE CLOSING THEREOF, SAID AGREEMENT OF PURCHASE AND SALE BEING MARKED AS EXHIBIT A, ATTACHED HERETO AND INCORPORATED BY REFERENCE HEREIN. **(AS AMENDED)**
- 2015-047** AN ORDINANCE TO PROVIDE FOR THE ANNEXATION OF PROPERTY KNOWN AS 8 TOVEY ROAD (0.18 ACRE) (TMS# 418-10-00-019), WEST ASHLEY, CHARLESTON COUNTY, TO THE CITY OF CHARLESTON, SHOWN WITHIN THE AREA ANNEXED UPON A MAP ATTACHED HERETO AND MAKE IT PART OF DISTRICT 9.
- 2015-048** AN ORDINANCE TO PROVIDE FOR THE ANNEXATION OF PROPERTY KNOWN AS CHURCH CREEK DRIVE (0.26 ACRE) (TMS# 355-05-00-049), WEST ASHLEY, CHARLESTON COUNTY, TO THE

CITY OF CHARLESTON, SHOWN WITHIN THE AREA ANNEXED UPON A MAP ATTACHED HERETO AND MAKE IT PART OF DISTRICT 2.

2015-049 AN ORDINANCE TO PROVIDE FOR THE ANNEXATION OF PROPERTY KNOWN AS MARLIN ROAD (31.71 ACRES) (TMS# 313-00-00-048), JOHNS ISLAND, CHARLESTON COUNTY, TO THE CITY OF CHARLESTON, SHOWN WITHIN THE AREA ANNEXED UPON A MAP ATTACHED HERETO AND MAKE IT PART OF DISTRICT 5.

2015-050 AN ORDINANCE TO AMEND SEC. 11-5 OF THE CODE OF THE CITY OF CHARLESTON BY ADDING THERETO A NEW SUBSECTION (A) ESTABLISHING THE FILING PERIOD FOR GENERAL ELECTIONS AND TO RELETTER THE REMAINING PROVISIONS OF SEC. 11-5.

Mayor Riley said, "Bills up for first reading. We've got Stonoview."

The Clerk said, "Two items. Items L-1 and L-2."

Mayor Riley said, "The Stonoview PUD and amending the Point Verona PUD."

Councilmember Moody said, "Move for approval."

Councilmember Riegel said, "Second."

Mayor Riley asked, "Is there any discussion? Yes, sir."

Mayor Riley recognized Councilmember Wagner.

Councilmember Wagner said, "L-1 is a problem to me, Stonoview, according to the PUD, which I've read about four times. The original PUD was from August 16, 2005 and amended August 9, 2012. That was the first part. The 2012 PUD was 165 units. The current PUD, which has the property that has just been annexed into the City recently is calling for 229 units. That's about 40 percent more right in the middle of Johns Island. Anytime there's been a PUD for Johns Island, I have always gone to see what was going on and have all my questions answered prior to it. I spoke with Todd today on the phone, who represents the builder and is sitting here. We couldn't get through all the questions in the amount of time we had, so I'm going to request a two week deferral, please, gentlemen, so that we can get through this, and I can get with the developer, and we can get this thing solved. I've got a lot of questions, including a traffic study. There are just a lot of questions that I've got. I've got this thing marked up. We don't want to do it tonight."

Mayor Riley said, "Thank you for your usual due diligence for your district."

Councilmember Mitchell said, "Second."

Mayor Riley said, "That, in effect, is Councilmember Wagner's motion to defer action on L-1."

Councilmember Mitchell said, "I seconded that."

Mayor Riley asked, "Is there any discussion on L-1?"

On a motion of Councilmember Wagner, seconded by Councilmember Mitchell, City Council voted unanimously to defer the following bill:

An ordinance to amend Chapter 54 of the Code of the City of Charleston (Zoning Ordinance) by amending the Stonoview Planned Unit Development (PUD) Master Plan and Development Guidelines and changing the Zone Map to include property located on River Road (Johns Island) (TMS# 315-00-00-120) (Council District 5), annexed into the City of Charleston February 10, 2015 (#2015-011), as PUD classification. (DEFERRED)

Mayor Riley said, "Then, L-2. Is there any discussion?"

No one asked to be heard.

On a motion of Councilmember Mitchell, seconded by Councilmember Waring, City Council voted unanimously to give first reading to the following bill:

An ordinance to amend Chapter 54 of the Code of the City of Charleston (Zoning Ordinance) by amending the Point Verona Planned Unit Development Master Plan and Development Guidelines.

Mayor Riley said, "The next regular meeting of City Council will be at St. John's High School on Johns Island in Councilmember Wagner's district. We will be in your district next week."

There was laughter in the Chamber.

There being no further business presented, City Council adjourned at 8:20 p.m.

Vanessa Turner Maybank
Clerk of Council